

INSIDE: Special BLMC Supplement

October 18 1968 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

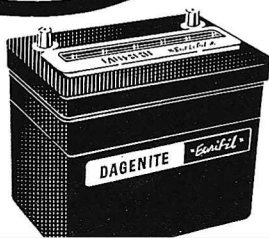
Paris 1000 kms-F2 Hockenheim-CanAm 4-Motor Show



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*Fiat 850 £581.11.2**

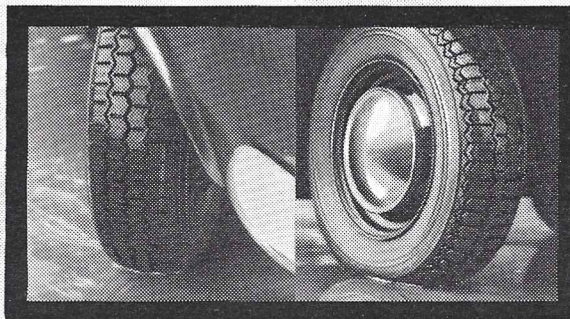
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper October 18 1968 Volume 37 Number 16

editorial

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CROWDED CALENDAR

PERHAPS dwarfed by the higher issues of proposed limits on aerofoils and tyre widths, formulae to come and ways of reducing the cost of the lesser classes of racing, but nevertheless very significant, was the decision by the CSI of the FIA at their meeting last Thursday to lay down the law about the allowable proximity in time of consecutive rounds of the various international motor racing championships.

The present ultra-crowded state of the international calendar has produced enough difficulties when, for example, a Grand Prix or a Formula 2 race clashes with a major Group 4 and 6 event; many drivers have contracts in both classes of racing and on occasion have been torn in two different directions at once. However, much more unsatisfactory is the situation produced when two rounds of a single championship, perhaps thousands of miles apart, occur so close together on the calendar that there is insufficient time for the long-suffering mechanics to return to base, resuscitate tired machinery and mend broken bits, and then set off on the long haul to the next event.

The pressure has really been on in Formula 1 this season, with several months of races a fortnight apart (in the past *Grandes Epreuves* have taken place on consecutive weekends), although the distances involved were not always very great—until the teams had to finish with Monza on September 8 and get themselves and their charges to Canada in time for the preliminaries before the Grand Prix at Mont Tremblant-St Jovite on September 22. The additional responsibilities for some involved by the CanAm Series on the alternating weekends added further problems. In one championship this year, the European Touring Car Challenge, there were races five days apart at Monza and Snetterton.

Now the CSI has said that in future no two rounds of the same championship will be allowed to take place within 10 days of each other, and if consecutive rounds are more than 4000 kilometres apart, the obligatory interim is increased to 18 days. This is a splendid move, although the people responsible for compiling the FIA Calendar will be given an infinitely greater number of headaches than they have already satisfying all the organising clubs. And here's the rub: this worthy new rule will not come into operation until 1970, for the 1969 calendar is already virtually completed.

our cover picture

John Rhodes grimaces as he hurls his works Mini-Cooper S sideways through Becketts, headlights blazing. His angle of tweak will become clear when it is pointed out that he is travelling from left to right of the picture, negotiating a right-hand bend, and the picture was taken from the inside of the corner!

Photo: Peter Burn.

pit & paddock

Ickx for Lotus?

Craft and Schetty at Innsbruck

Winkelmann F1 plans

Latest Lotus rumours

It is widely rumoured this week that Jacky Ickx will leave Scuderia Ferrari at the end of this year and join Gold Leaf Team Lotus as number two in the Formula 1 team to Graham Hill. It is also thought that Mario Andretti will drive a third Formula 1 Lotus whenever his lucrative USAC commitments allow.

Preis von Tyrol

The second of the Austrian aerodrome races, following Aspern (P & P last week) was the Preis von Tyrol at Innsbruck last Sunday; this time the Group 6 and 7 machinery ran in one race and the Group 4 cars in another, with pauses between events to allow aircraft to land on the circuit! Chris Craft, in the ex-Sid Taylor Techspeed Lola T70, easily won the G4 event well ahead of Toine Hezemans' well-driven Carrera 6; the other British contestant, Roy Johnson, retired his Chevron-BMW with a blown head gasket.

Once again the G6/G7 race provided another battle between the new 3-litre Abarth of Peter Schetty and the works BMW hill-climb car with 2-litre Apfelbeck engine driven by Dieter Quester. This time the BMW chased the Abarth to the end, leaving the rest well behind. A big spinning, grass-mowing episode on the first lap at one of the left-handers involved several cars, including Tony Beeson's Chevron-Climax, which restarted, only to burst an oil pipe a lap later. Barrie Smith's Chevron with Vegantune twin-cam unit got through and was moving up well when he got sideways, clipped a straw bale with the back of the car and spun; he continued, but the back of the car had become dislodged and blew off, and

he retired.

Quester won the supporting Group 5 race in a works BMW 2002. Once again Tony Beeson had trouble with the organisers over his starting money, for the Austrian club were loth to pay it as he had retired early in the race—despite previously promising a proportion even if he non-started.

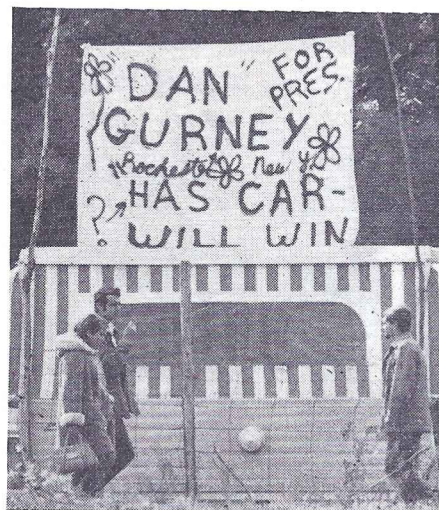
Brabham-Ford for Jochen?

Winkelmann Racing, who were all set to run a Formula 1 car this season but had to shelve the plan due to the withdrawal of petrol sponsorship, are seriously considering a similar project for next year. Alan Rees tells us that the idea is still in an early stage, but Jochen Rindt would drive the car, which would use a Cosworth-Ford engine, and presumably a Brabham chassis is a strong possibility.

CSI meet again

Following another CSI meeting in Paris last week, it now looks more likely than ever that the present 3-litre Formula 1 will continue beyond the now confirmed limit of December 31, 1972. A study is being made of new methods of deciding a formula, but if none of these prove satisfactory then the present formula will continue until the end of 1975. A specially appointed committee is now investigating the best way to devise a new Formula 2, which will allow more varied use of basic engines at low pre-modified prices. Ideas for F3 include further limits on engine modification and even a compulsory rev-limiting device.

Other topics included the old chestnuts of aerofoils, tyre width and advertising on cars. The CSI confirmed that the latter was



Fans of Daniel Sexton Gurney expressed their support with huge banners at the US Grand Prix at Watkins Glen.

absolutely free, apart from any particular national rules which may apply in individual events. It has commissioned a special study of the whole business of tyre widths, four-wheel-drive and aerofoils.

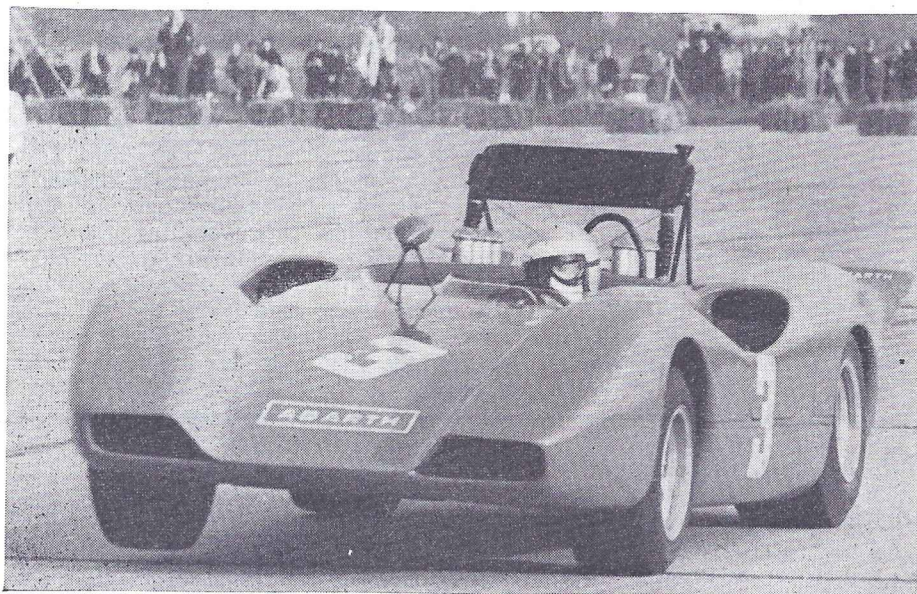
A worthwhile innovation was the decision to control the calendar proximity of races counting towards a given championship: next year's calendar is now being drawn up and will not be affected, but from 1970 at least 10 days will have to fall between two rounds of any international championship, or 18 days if the races are more than 4000 kms apart—which will be a relief to the F1 teams who had to get their cars from Monza on September 8 to Canada on September 22, and prepare them in between.

Tholt-y-Will offered European status

The CSI, following this meeting, telephoned the RAC to offer European Championship status for next year's Tholt-y-Will Hillclimb in the Isle of Man. The Lancs AC, who organise the event, are now consulting with the Isle of Man Tourist Board; the CSI have offered three dates—June 8, 15 or 29—and the organising club would have to contribute £1,000 towards the European Hillclimb Championship prize fund. They would also have to arrange for transportation for the Continental entrants, and it is thought that a total investment of £5,000 to £7,000 would be needed. The Manx Tourist Board already contribute £1,500 towards Tholt-y-Will each year.

Albi on Sunday

This weekend at Albi sees the last of the French Trophées de France F2 races, which has as usual attracted a top-quality entry. Four Matras head the field, with Jackie Stewart making one of his rare F2 appearances in a Ken Tyrrell car, backed up by Servoz-Gavin, while Beltoise and Pescarolo drive the Matra Sports entries. The Winkelmann Brabham of Jochen Rindt and the private Brabhams of Courage, Gethin and Ahrens are also entered; Ferrari are not going, so Derek Bell may take over his Church Farm BT23C instead of Brian Hart who now usually drives it. Hill will be in a Gold Leaf Lotus, with Oliver in the Herts & Essex car, while in the Ron Harris Tecnos are Rodriguez and Attwood or Jonathan Williams, with Regazzoni in the works Tecno



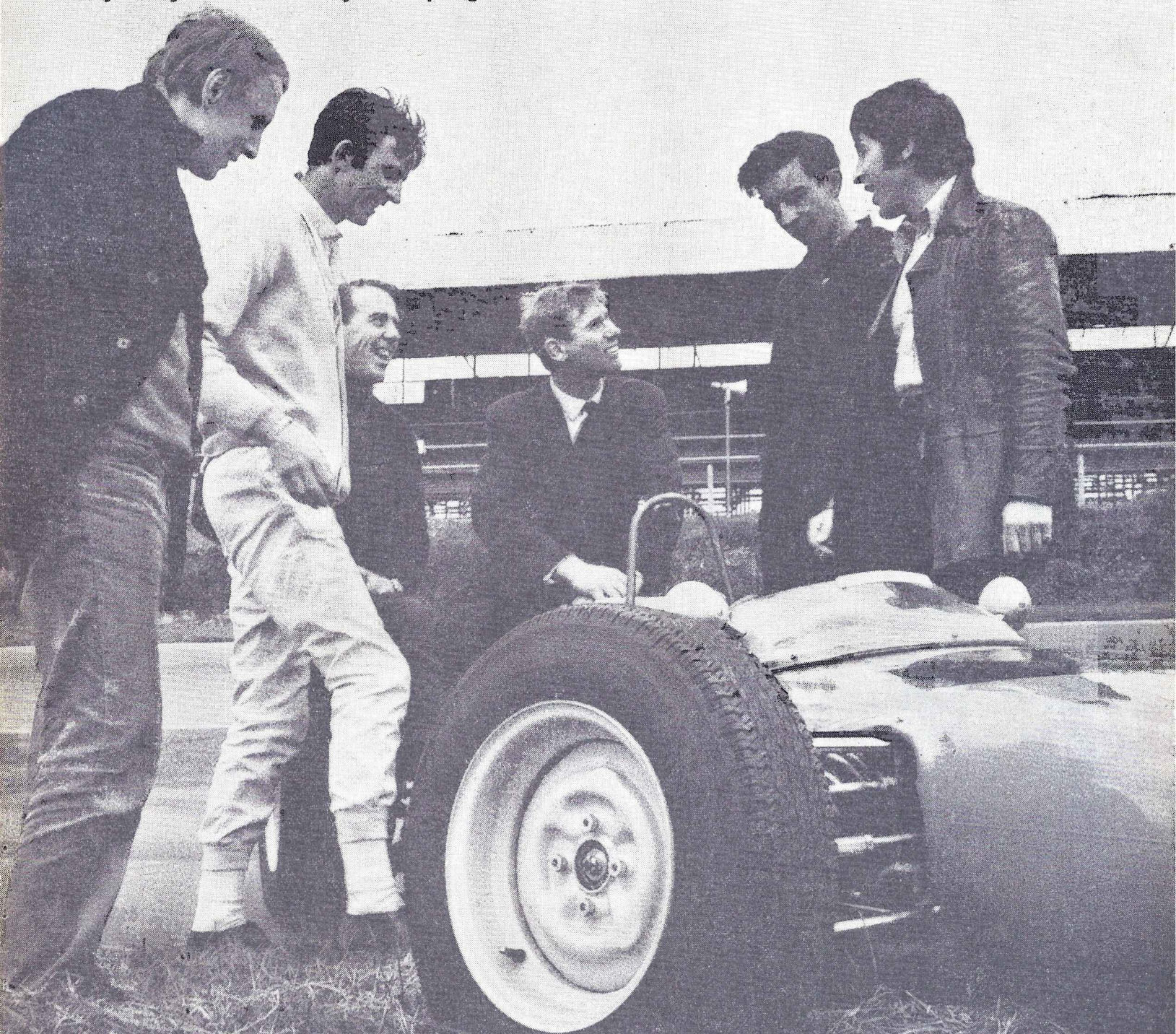
Surprise of the October Austrian races has been the new 3-litre Group 7 Abarth V8. Driven by Peter Schetty, it won at Aspern, and again at Innsbruck last Sunday. The radiator is slung high above the tail.

Torque talk.

M.R.E. are in business because they love racing cars.

And they know about racing cars because they care about them, which means they spend a lot of time talking torque, times and tyres with people like the men from Merlyn here.

So when you talk to M.R.E., you know that when they talk about torque, they really know what they're torquing about.



Mike Ticehurst, M.R.E./Tim Schenken, driver/Chris Steele, engine builder
Selwyn Hayward, constructor/Chris Maskery, development engineer/Gerard McCaffrey, M.R.E.

Motor Racing Enterprises Ltd.

and Moser in the Vögele entry. Siffert will be in one of the new BMWs which debuted impressively at Hockenheim last Sunday, and in the Bridges Lola will be either Hobbs or Widdows.

The supporting F3 event will decide both the French F3 Championship (between Cevert and Jabouille) and the Craven A Trophy (led by Pike), and this has kept these three away from Brands, as well as Lucas, Westbury, Mazet, Dal Bo and Offenstadt in the Pygmées, Blokdyk, Cassegrain, Depailler and Ligonnet.

French Grand Prix at Albi?

The French Grand Prix next July is without a home at the moment. The organising clubs at Rouen, who ran the race this year, and Clermont-Ferrand, who ran it in 1965, say that they cannot undertake the financial responsibility of the Grand Prix again. Rheims is having new pits built in a slip-road off the main straight, which is now dangerously narrow, and these modifications may not be ready in time. Albi, where the final Trophées de France F2 race is being held this weekend, is thought to be a possible venue.

Two Dinos for Tasman Series

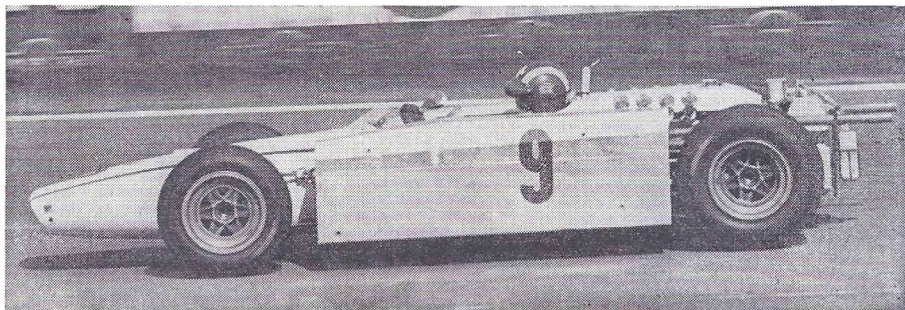
Ferrari have now confirmed that they will be entering two Ferrari-Dinos with the 2.4-litre V6 engine in the Tasman Series for Chris Amon and Derek Bell. Amon drove a singleton entry of this compact F2-based car in this year's series and was very successful, netting two wins, two seconds and two fourths in the eight races, and winding up second in the Tasman Championship behind the late Jimmy Clark.

Titan project for sale

Charles Lucas Engineering, who now plan to concentrate purely on engine development—with special reference to Formula 5000 units—are, as we mentioned last week, suspending the development and manufacture of Titan F3 and FF cars. They now tell us that they are prepared to offer the entire Titan project, rights and production line at a negotiated price. Meanwhile Titan spares and service continue to be available from the Eng at Duke's Head Yard.

Mark wins final TransAm

TransAm dominator Mark Donohue, who has won the 1968 edition of this manufacturers' championship for Chevrolet, rammed the point home at the final round of the series at the Kent, Washington, 300 on October 6, lapping the entire field in his Penske-entered Camaro. Jerry Titus, who



The latest Lola-chassised BMWs made an auspicious début at Hockenheim on Sunday; this is Siffert's car in practice, wearing side tanks which were not used in the race. The new 12-plug version of the 16-valve Apfelbeck engine sits in a tube frame behind the monocoque front and central sections; many suspension parts are of titanium.

recently left the Shelby Mustang team to drive a Pontiac Firebird for a Canadian entrant, earned pole position in practice with his six-day-old car and ran Donohue a close second until a troublesome limited-slip diff slowed him; he eventually retired after losing oil from a leaking pipe.

George Follmer (Javelin) and Horst Kwech (Mustang) chose the same spot of road after a long paint-swapping duel for third place and Kwech crashed heavily, without damaging himself; Follmer was fined for aggressive driving but Kwech's protest against him was not upheld, and the Javelin rejoined the race after some panel-beating in the pits to finish seventh. Canadian Craig Fisher was second in the sister car to the Titus Firebird, and Ronnie Bucknum's sickening Mustang was third, eight laps down.

Silverstone Clubmen's Championship

Tomorrow (Saturday) sees the clubman's annual chance to race on the full Silverstone Grand Prix circuit at the BRDC Clubmen's Championship meeting, and the entry is consequently very full and varied. Hillclimber Martin Brain is bringing out his 7.2-litre Cooper-Chrysler in the *Formule libre* race, taking on, at the other end of the capacity scale, Johnny Walker's F4 JW4, and also Malcolm Payne's F2 Brabham. Other races are for 750 and 1200 Formula cars, Formula Vee, saloons—including Gerry Birrell and John Blackburn in Escorts, Brian Bolton's V8 Cortina, John Fellowes' Mustang, Alan Brodie's Viva-Chevrolet and hordes of Anglias and Minis—and sports and GT cars, vintage, PVT and Griffiths formula, and prod sports.

Other attractions include a static display of potent competition cars, a dragster demonstration by, among others, Tony Denham's Commuter and a wheel-standing Corvette Stingray, and a discotheque/dance after the meeting at which DJ Pete Brady

will present the Player's Gold Leaf Silverstone Clubman of the Year awards. The racing starts at noon; practice is today (Friday).

Sunday's racing at Lydden . . .

The circuit management at Lydden Hill is putting up £10 for a new outright record at the WECC Financings Trophy meeting on Sunday; Robin Darlington will be making an attempt in his Brabham BT21A t/c. Five saloon races, and prod sports, special GTs, clubmen's sports, FV and FL events fill the programme, which starts at 1 pm.

Croft . . .

Sunday sees the final Croft meeting of the year, apart from the Boxing Day fixture, and the BARC have assembled the circuit's biggest entry of the season. Another hillclimber going racing is David Hepworth, who will be pitting his new 4wd Hepworth-Oldsmobile with Ferguson Formula transmission against Jim Moore's all-conquering Kincraft. First of the eight races is at 2.30 pm.

. . . and Mondello

Dublin University (Trinity) MC stage the end-of-season Mondello Park meeting on Sunday, although there is a planned Irish MRC race meeting on December 27 to end the Eireann circuit's first year. The DU meeting features a programme of graded scratch races instead of the usual saloon, sports and single-seater; all the usual contenders will be present. First race is at 1.30 pm.

Hands is Dixon champion

Overall victor in this year's BARC Fred W. Dixon prod sports championship is Healey driver Stewart Hands, who beat John Britten by 3 pts. Overall positions are as follows (class winners asterisked):

1, S. Hands (2.9 Austin-Healey 3000), 37 pts*; 2, J. Britten (1.3 MG Midget), 34*; 3, Mrs G. König (1.1 MG Midget), 28*; 4, J. Chatham (2.9 Austin-Healey 3000), 25; 5, J. Northcroft (1.1 MG Midget), 21; 6, I. Lewis (3.8 Jaguar E) and W. Pearce (3.8 Jaguar E), 18—class victory to Lewis on greater number of wins.

Osram to Bolton—just

Brian Bolton has won the BARC's Osram-GEC Saloon Championship by one point from Roger Taylor, who was busy last Sunday clinching the Redex Championship and did not go to Thruxton. Overall positions are as follows (class winners are asterisked):

1, B. Bolton (4.7 Ford Cortina V8), 28 pts*; 2, R. Taylor (1.8 Ford Escort t/c), 27; 3, R. Longman (1.3 Mini-Cooper S), 26*; 4, R. Payne (850 Hillman Imp), 23*; P. Wilcox (1.0 Mini-Cooper S), 22*; 6, C. Buckton (1.3 Mini-Cooper S), 21.



Really grand touring: this is Pinfarina's graceful design on Bentley T-Series running gear. It is on their stand at Earls Court.

Briefly . . .

● British Leyland have announced that, while their participation in international rallying will be greatly reduced next year, a long-term policy of assessment of all BLMC models for possible race and rally potential is being undertaken. The BMC Competitions Department at Abingdon will remain very much alive under its new title of the British Leyland Competition Department, and will now handle all racing programmes, taking on responsibility formerly held by Donald Healey at Warwick, Cooper Car Co and British Vita. Full details of the BL Comps plans are given on page 7 of the special BLMC supplement in this issue.

● Manfred Mohr (Tecno) scored another F3 victory when he won the Trofeo Luigi Musso at Vallelunga on October 6. Picchi's Brabham was second from Giorgio Pianta in a Branca and Franco Bernabei's Tecno; Bernabei and Mohr won the heats.

● It seems that USAC have not rescinded their ban on 4wd after all, and that the protests from Harry Ferguson Research and others are still falling on deaf ears. From January 1 1970 no 4wd car will be allowed to compete in USAC races—unless USAC do think again. Next season, as an interim measure, 4wd competitors will have to use wheels of no more than 10 ins rim width front and rear—2wd cars are nowadays allowed to run 14-ins rear rims.

● Although he did not finish the final round, Roger Taylor (Ford Escort TC) has clinched the Redex Saloon Car Championship with 38 pts to the 35 of 1293 Miniman David Alexander, who also did not score points in the final round.

● Following Sunday's Mallory Park meeting, Tim Schenken (Chevron) has extended his lead in the Lombank F3 Championship to 63 pts, with Cyd Williams (Brabham BT21) on 50, Tony Lanfranchi (Merlyn Mk 10 and Brabham BT21) 39, Sunday's victor Tetsu Ikuzawa (Brabham BT21B) 36, Bev Bond (Brabham BT21) 27, Dave Berry (Brabham BT21B) 23, and Roy Pike (Titan), John Miles (Lotus 41X) and Mike Beuttler (Brabham BT21) all on 18.

● Apparently Paul Frere was lapping the Silverstone Grand Prix Circuit at the Guild of Motoring writers test day last Sunday in the Jaguar XJ6 1 sec quicker than he used to in a D-type!

● Now an annual fixture, the club drivers' forum organised each autumn by Nick Syrett of the BRSCC and Grahame White of the BARC will take place this year at 7 pm next Tuesday, October 22; the venue is again the Royal Commonwealth Society Hall, Craven Street, London WC2. Club formulae, classes and rules will be discussed, and any question can be asked from the floor—it's usually a pretty outspoken evening.

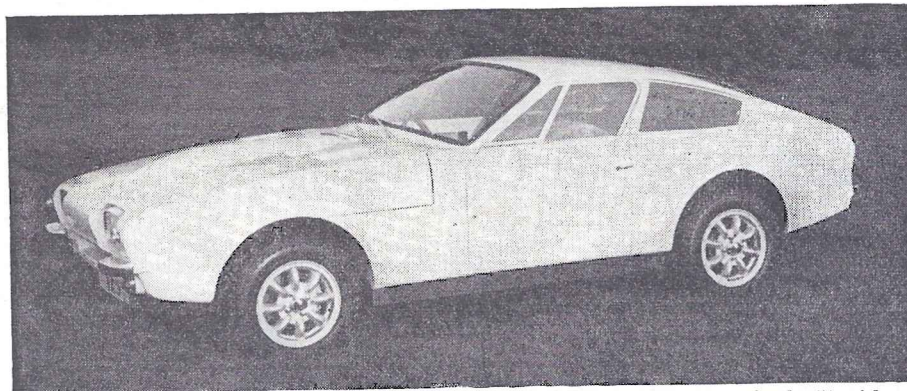
● The 1968 Wills Embassy Trophy winner, Gabriel Konig, was presented with her spoils by TV Ready, Steady, Go-er Cathy McGowan at the Cafe Royale last week. Gabriel won £100 as well as the trophy by dint of sterling work with her John Britten-prepared Midget; second was three-times winner Jean Denton (MGB s/c), who won £50, and the cash prizes presented by Wills went on down to fifth place. Jenny Dell was third with her MRE-entered Elva Courier, followed by Sue Tucker-Peake (Escort), Wendy Hamblin (Cobra) and Mary Wheeler (TVR 1800S).

● Improvements to the BMW range for 1969 include a new short-stroke engine for the 1800, twin-circuit braking on the 1800 and 2000, and improved interior trim, heating and ventilation. The latest 1800 is distinguishable by a slightly restyled grille.

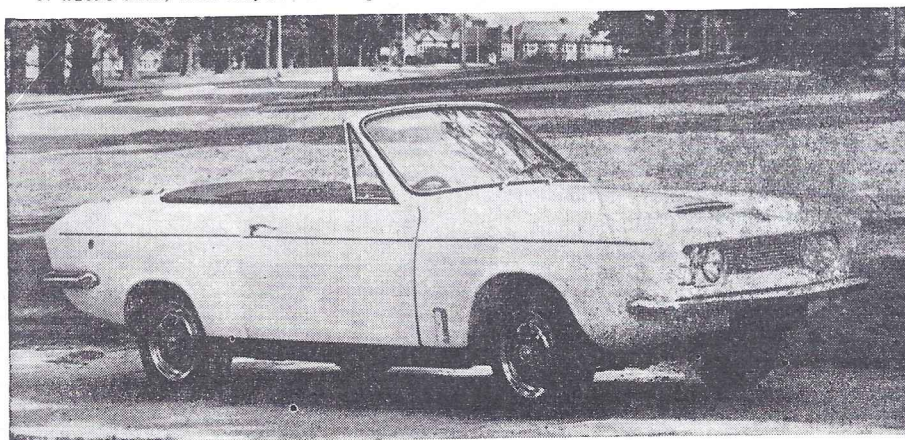
● This week American speed record expert Mickey Thompson will attack the Summers brothers' wheel-driven land speed record with Goldenrod of 409.277 mph. Thompson's new car, sponsored by Autolite, will use two of the rare 7-litre single overhead cam Ford V8s; the one driving the rear wheels is supercharged, and total power out-

put is 2070 bhp. The car is 30 ft long and only 2 ft 10 ins wide; target speed is 425 mph.

● Pauli Toivonen, driving the only works-entered Porsche in the event, won the Spanish Rally last weekend in a 911T. Jean-François Piot was second in a works Alpine from Gilbert Staepelaere's Escort.



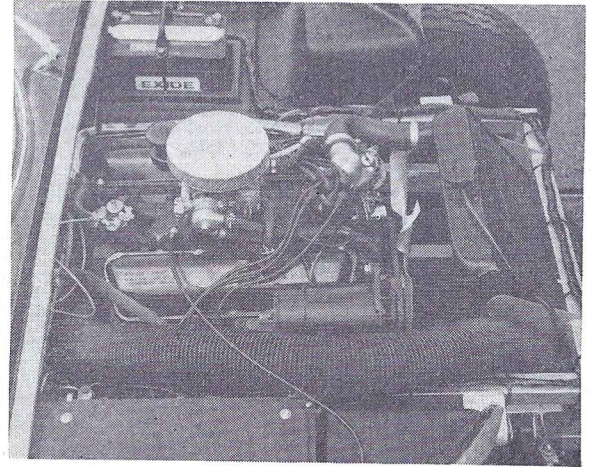
This is the Fairthorpe TX-SS, a lower, lighter version of the Vitesse-engined TX with its Torix Bennett-designed transverse rod rear suspension. Equipment includes full instrumentation, dual braking system, heated rear window, and a fuel-injected 140 bhp engine giving a power/weight ratio of 200 bhp per ton. Price is £1286 in kit form, or £1658 built, with tax; the 112 bhp TX-S version costs £1198 in kit form.



Latest from Bond is a convertible version of the Equipe 2-litre for £1277. Both this and the 2-litre GT (£1196) have benefited from Triumph's latest improvements to the Vitesse chassis, on which the cars are based, with wishbones beneath the transverse rear leaf spring instead of the previous swing axle arrangement. They also have the Vitesse's latest 104 bhp engine and improved interior trim.



Holbay Racing Engines have had a hand in Rootes' last-minute show surprise, the Rapier H120, which has its alloy head polished and ported by Holbay, who also reprofile the camshaft. Special valves, valve springs and pushrods are fitted, as are flat-top pistons giving a 9.6 to 1 compression ratio. With double twin-choke Weber 40DCOE carburettors and a new exhaust manifold the power is 110 bhp at 5200 rpm, giving a 0 to 60 time of 10.9 secs and a claimed top speed of 110 mph. Externally the car is distinguished by its tail spoiler, side flash and Rostyle wheels. Price is £1599 with tax.



Marcos 3-litre

Marcos Cars of Bradford-on-Avon announced on the opening day of the Motor Show a new and very potent version of their svelte GT. This was the 3-litre V6 Ford Zodiac engine in standard 141 bhp form which, with low frontal area and 16 cwt laden weight, allows a 0-60 time of 7.2 secs and a top speed of over 130 mph. The four-speed all-synchro box has overdrive on third and top as standard. The nose of the car has been slightly extended, with a bonnet bulge to clear the air-cleaner on the twin-choke Weber carburetter, and rectangular headlights are fitted. Price in kit form is £1,685.

Bathurst 500 to Holdens

By PETER BAKALOR

GENERAL Motors-Holden scored a prestigious win in the Hardie-Ferodo 500 production saloon race at Bathurst, Australia, on October 6 when Bruce McPhee and Barry Mulholland drove their Holden GTS 327 coupé into first place ahead of two more Holdens and an Alfa Romeo. In all Holdens took five of the first six places, but despite their domination at the finish the race result was in doubt almost all the way, for works-entered Ford Falcon GTs challenged strongly.

THE Australian Racing Drivers' Club assembled a very impressive field for the 1968 Bathurst 500, and secured sponsorship from the Hardie-Ferodo organisation to run the event. General Motors-Holden provided an all but works entry of three cars, officially sponsored by three major Holden dealers.

The cars were under the direction of Scuderia Veloce boss David McKay, who backed up his regular SV drivers Phil West and Bill Brown by importing Brian Muir, Paul Hawkins and New Zealand champion Jim Palmer and adding Victorian George Reynolds to make up a very impressive combination. Five other editions of the new 327 cu ins Chev-engined Monaro GTS Holdens were entered.

Ford Australia entered three Falcon GTs, including an automatic transmission version for Spencer Martin/Jim McKeown, and six other dealers and private entrants backed up the works cars. The only other serious challenge for first place came from Alfa Romeo, and four 1750 GTV coupés started the race. Alec Mildren, the man responsible for making Australia one of Alfa's top export markets, entered two cars, for Frank Gardner/John French and Kevin Bartlett/Doug Chivas. Support for them came from Brian Foley/Laurie Stewart, making a change from their usual BMC drives. BMC decided not to make an official entry.

Race regulations allow no modifications from standard production vehicles, and the event is run in five classes decided on Australian selling price. This year the organisers decided to concentrate on out-right placings during the day, and wait until after scrutineering before announcing provisional class placings. Despite this there was keen competition in the classes.

From the start, Des West's Holden shot into the lead, followed by McPhee, Geoghegan

and Brown, but at the end of two laps the Geoghegan Falcon had dropped back to fifth, while Muir pushed his Holden up to second on lap 3. McPhee dropped back a little, and after six laps the pattern of the early part of the race established itself as tailenders were swamped by the leaders for the first time. Behind the West/Marks, Brown/Hawkins, Muir/Reynolds and McPhee/Mulholland Holden foursome came two Falcon GTs, Geoghegan/Geoghegan leading Gibson/Seton, then the West/Palmer Holden followed by McKeown in the automatic Falcon. Another Holden and three more Falcons passed before Gardner appeared in the first of the Alfas, which ran together for much of the race. The first significant pit stop was for Foley's Alfa, which had to replace a wheel on lap 25.

The last of the leaders to pit was McPhee, who held the lead from lap 38 to his stop on lap 50. The Ford pitstops were all a minute or two quicker than those of the Holden Dealers' team, who found brake pad replacement essential.

At 51 laps, with only the Alfas still to pit, the order was Seton/Gibson (Falcon GT), West/Marks (Holden), Geoghegan/Geoghegan (Falcon), Hawkins/Brown (Holden), Gardner/French (Alfa), Bartlett/Chivas (Alfa), McPhee/Mulholland (Holden), Palmer/West (Holden) and Muir/Reynolds (Holden); all these were on the same lap.

Alfa hopes were dashed when Gardner lost a wheel in the mountains and with it many laps. A similar fate befell the automatic Falcon GT of Martin/McKeown on lap 60, when they were fifth. The second group of pitstops handicapped those Holdens that had to change brake pads again. Significantly, the McPhee and West/Marks cars didn't need new brakes, and were aiming at only two stops.

The Seton/Gibson Falcon led until its

second pitstop at 73 laps, when the West/Marks Holden moved ahead, to lead by about 50 secs from the McPhee/Mulholland Holden. There was another burst of pitting for the Holden Dealers' cars, but things had settled down again after 80 laps. There were now three cars on the same lap—the first two Holdens and the Gibson/Seton Falcon. A lap behind was the Hawkins/Brown Holden, followed by Roberts/Watson in a similar car, the Bartlett/Chivas Alfa, and the Muir/Reynolds Holden.

The two leaders pitted again on lap 91, putting the Falcon back in front of West/Marks, with the Alfa third and McPhee (having driven all but one lap on his own) fourth after passing the Muir/Reynolds Holden. The latter car was slowed with brake trouble when the pads jammed, and something similar had happened to the Geoghegans' Falcon GT, which had to have a caliper replaced. After 106 laps the leading Seton/Gibson Falcon pitted for two minutes and lost the lead to McPhee, who was 22 secs in front on lap 108. Two laps later the Falcon expired, having lost its water and cracked a liner. On the same lap the seventh place Hawkins/Brown Holden lost a wheel.

Towards the end the Bartlett/Chivas Alfa was passed by the Holden of Roberts/Watson, so Holdens now held the first four places on the road. There were no further position changes before the end of the race, but after detailed scrutineering the following day the second place West/Marks Holden GTS was excluded for using allegedly non-standard valves, the Hawkins/Brown GTS was excluded because it had to be towed back to the pits before it restarted, and for the second year in a row the Japanese were in trouble in class A, where the works Datsuns were excluded because of carburettor irregularities. Various appeals will be heard later.

**Bathurst Hardie-Ferodo 500, October 6
Mount Panorama Circuit, Bathurst, NSW,
Australia**

130 laps, 500 miles

1. B. McPhee/B. Mulholland (5.3 Holden Monaro GTS), 6 h 44 m 7.9 s, 74.1 mph; 2. J. Palmer/P. West (5.3 Holden GTS), 6 h 47 m 10 s; 3. A. Roberts/B. Watson (5.3 Holden GTS), 129 laps; 4. K. Bartlett/D. Chivas (1.7 Alfa Romeo 1750 GTV), 129 laps; 5. B. Muir/G. Reynolds (5.3 Holden GTS), 129 laps.

Class A, \$A1850 and below: B. Hindhaugh/R. Morris (Toyota Corolla); **Class B, \$A1851-2250:** J. Roxburgh/D. Whiteford (Datsun 1600); **Class C, \$A2251-3000:** C. Smith/D. Holland (Mini-Cooper S); **Class D, \$A3001-4500:** McPhee/Mulholland; **Class E, \$A4500 and above:** Bartlett/Chivas.

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THE 1968 EARLS COURT SHOW

By JOHN BOLSTER

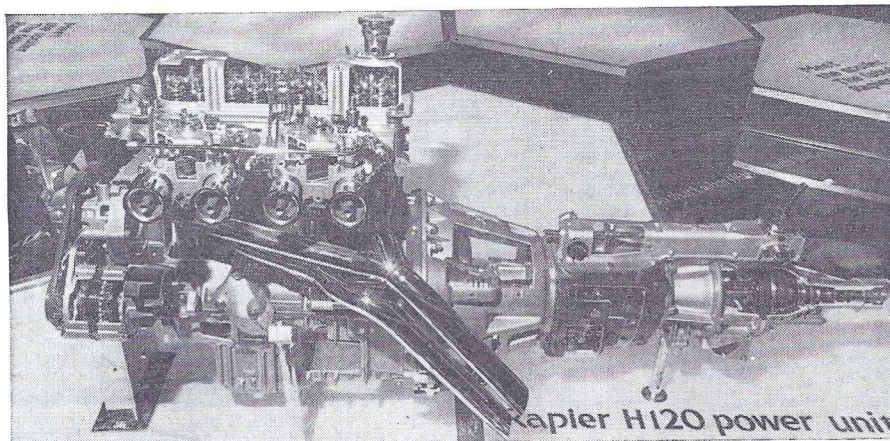
Photography by TONY OSBORN

THIS is the season of motor shows, and Paris is now past. For many years, Paris has been the place where new models have been introduced and Turin has been the temple where art and engineering have been reconciled. Between them, the London motor show has had little virtue, except as a place to buy and sell.

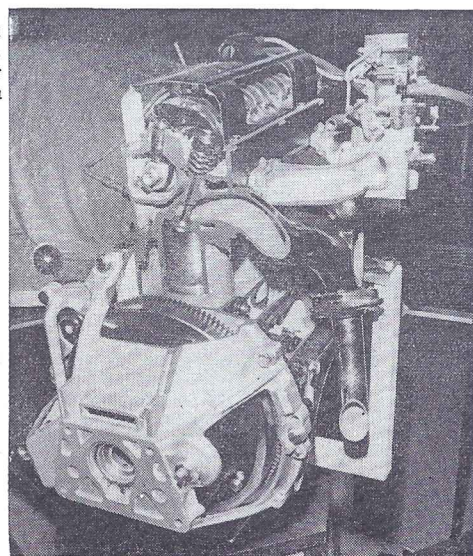
THIS article has necessarily been written before the doors of Earls Court were opened. It is usual to write of the show from manufacturers' handouts, but it

seemed better to watch the cars being brought into the building as we did in Paris. In France, the cars were driven under their own power and arrived as if they were on a

rally, but at Earls Court the whole thing is much more professional. With frigid politeness, the officers avoided performing each



Sunbeam Rapier H120 engine



Opel GT 2-litre engine

others' tasks. Nevertheless, the cars reached their resting places without triggering a major strike and I was able to peer beneath the dust sheets.

Earls Court must be the exhibition of the British motor industry. Yet, it cannot be an effective shop window unless it also shows the strength of the opposition. In the past, new models which we have seen in Paris have failed to arrive in London for another year, but with very few exceptions, it looks as though Earls Court has most of the plums of Paris this time.

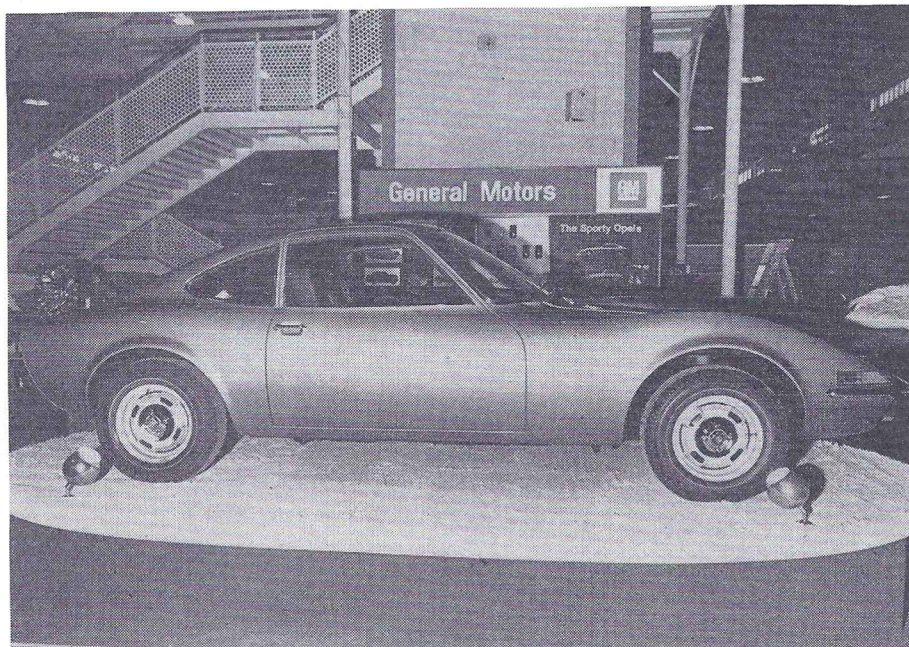
It is a pity that the new Saab is denied to us and, in response to enquiries, I was told that right-hand-drive models will not be seen for at least a year. Let us give credit to Volvo, therefore, for producing the new 6-cylinder 164 3-litre with the steering on our rather odd side. Other important new continentals are the 6-cylinder BMW 2500 and the 7-litre Iso Grifo, which has the big Chevrolet V8 engine adapted for "purified air" in the USA. In spite of this, it gets up to 60 mph in 5.6 secs and they talk of 185 mph.

Few of us will spend our wages on a Maserati Ghibli, but it is fun to pretend we could, and it is likewise a pleasure to see the Lamborghini and the Ferrari. For those who want to go continental, the new Opel coupé at £1754 may be within reach, though left-hand-drive must be tolerated for the present. The chain-driven camshaft lies beside the valves and operates them through rockers. Similarly, the Renault 8S may appeal to lovers of small fast cars, and the brilliant yellow of the show car may not terrify all the prospective customers.

Let us leave these foreigners, however, for this is the British motor show. The most British car of all is the Rolls-Royce, and on the stand are a 4-door Silver Shadow with a 2-door saloon and a drophead. On the H. J. Mulliner and Park Ward stand is the new Phantom VI limousine, which costs more than twice as much as the huge Daimler.

Almost as British as the Rolls is the Morgan, and the new Rover-engined Plus 8 is one of the most exciting cars at the show. The large chassis is exhibited in impeccable show finish and I, for one, would be delighted to lash a couple of bucket seats to it and set off like a rocket followed by a smell of burning rubber. Perhaps on the final night...

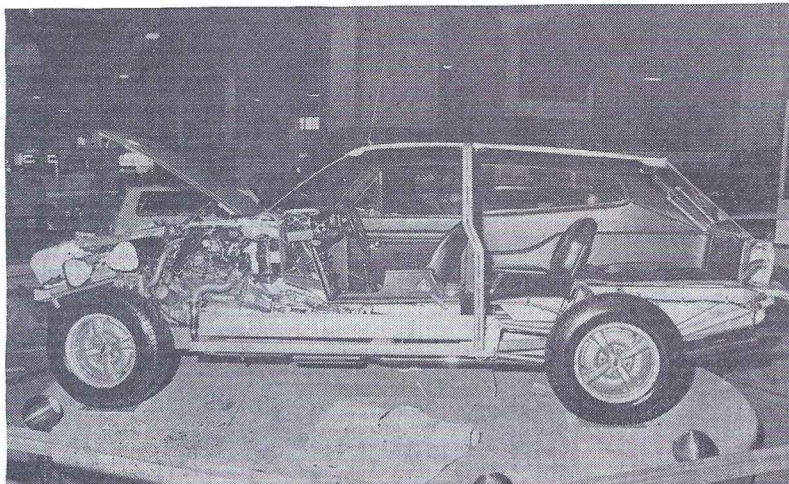
Destined for almost certain success, the new Reliant GTE is shown both as a sectional exhibit and complete with body. Many people are tired of impractical 2-seaters, and a sports car which is virtually a station wagon must interest all of us. The folding



Opel GT



Daimler Limousine



Reliant GTE



Ogle GTE

rear seats are of bucket type, like those in front, and the luggage space is enormous. The rear axle is on the lateral Watt's linkage with hefty pairs of trailing arms each side, and this, like the front wishbones, is suspended on helical springs. The power unit is the 3-litre Ford V6.

The same engine is now used in the Marcos. The wooden central section of the 1600 carries the engine and front suspension on a multi-tubular extension. The larger nose contains faired-in rectangular lamps, but the rest of the car is broadly similar to the existing model. It is whispered that a 0-60 mph time of 7.2 s has been recorded and that the aerodynamic shape renders 130 mph possible.

The new Jaguar stole all the thunder at Paris and it looks like doing the same at Earls Court. The DBS Aston Martin is a glorious blend of British vintage with modern Italian styling and it is interesting to notice that there are no visible brakes behind the rear wire wheels—the de Dion axle and in-board brakes are advanced features which are hidden from view. Fully open for inspection is the TVR in chassis form.

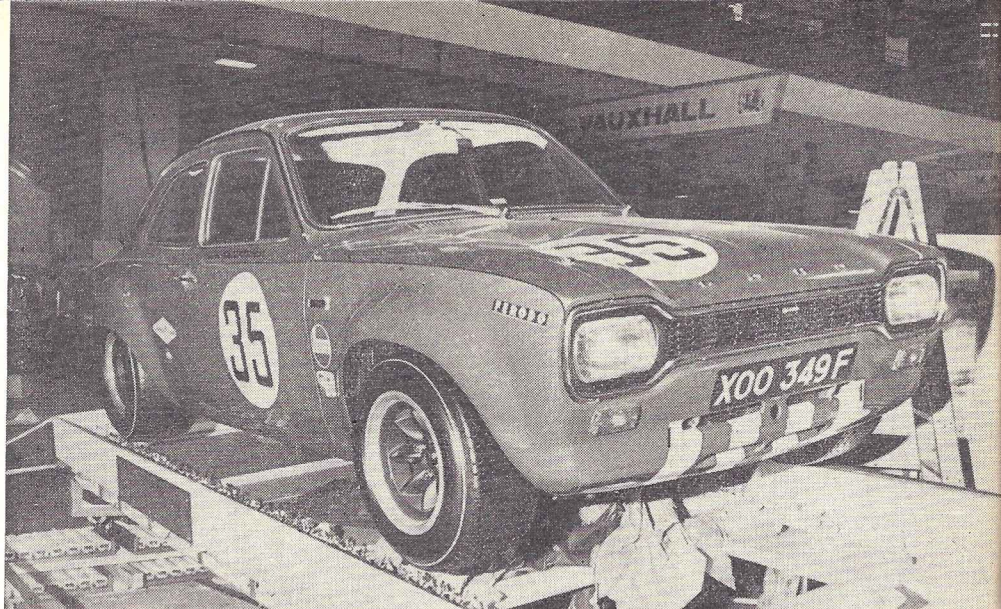
British Leyland dominates the show, and it is pleasant to see the many technical exhibits of this great corporation. The sectional light-alloy Rover V8 engine is a most interesting example of modern engineering and BLMC is not averse to letting us into all the secrets of its many models. The rear suspension of the Triumph GT6 and the Vitesse should be studied, and the 2500 PI must be one of the most advanced saloons on the market with its independent four-wheel suspension.

This is a good show for Rootes. For a start, they announce substantial price reductions applying to many models of the extensive Imp range. It is hard to remember when prices for any car were last reduced, and this is a most laudable precedent. The Rapier H120 has two twin-choke carburetors and paired exhaust manifolds, which gives it remarkably high speed capabilities without making the engine rough or noisy.

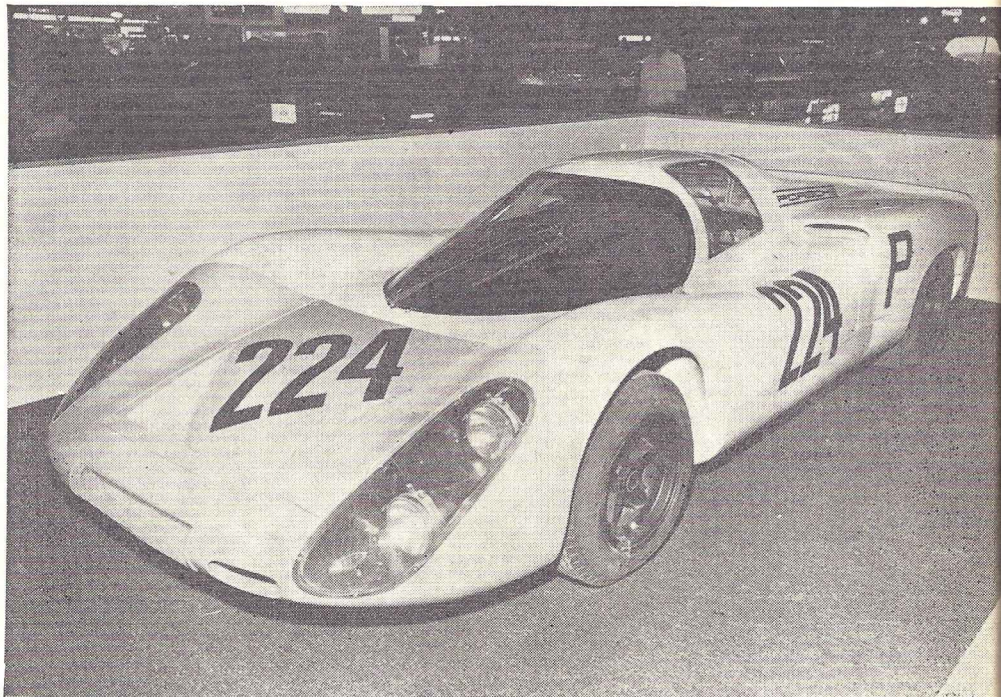
The Jensen FF and Interceptor show no technical innovations, but there are many detail improvements. Through-flow ventilation has been incorporated, allowing the quarter-lights to be deleted, and the battery of warning lights has been further reinforced. All cars are fitted as standard with stereophonic tape players and radios with four speakers. The immensely potent AC 428 appears in four examples with hard and soft tops, the beauty of the Italian bodywork being worthy of 7 litres of Ford V8 engine. Apart from Rolls-Royce, this is by far the oldest British firm to have retained its independence.

On several of the stands, there are competition cars with racing numbers, but these are clean and polished as befits a show car. At continental shows, it is still fashionable to exhibit cars smothered in dirt and grime; the SMMT are to be congratulated for banishing the dead flies at last. The most dramatic of these exhibits is probably the Porsche, but the Alan Mann Racing Ford Escort Twin-Cam really looks the part on its immensely wide tyres. Austin-Healey have a Le Mans Sprite in racing trim and there is even a Skoda with rally plates.

It is impossible to cover a great motor show in a few brief paragraphs. Old favourites like the Bristol are there, with relative newcomers like the Gilbern. Among the Continentals, the new Volkswagen 411 must await our next issue and Mercedes Benz have much to fill their extensive stand. Why a DAF has pictures of birds, balloons, and the sun painted on it we are not at all certain, but it is all part of the Motor Show. Everybody should go to Earls Court, for this is our yearly opportunity to see all the cars together and share our colds, headaches, and hangovers.



Alan Mann Ford Escort TC



Porsche 908



Maserati Ghibli

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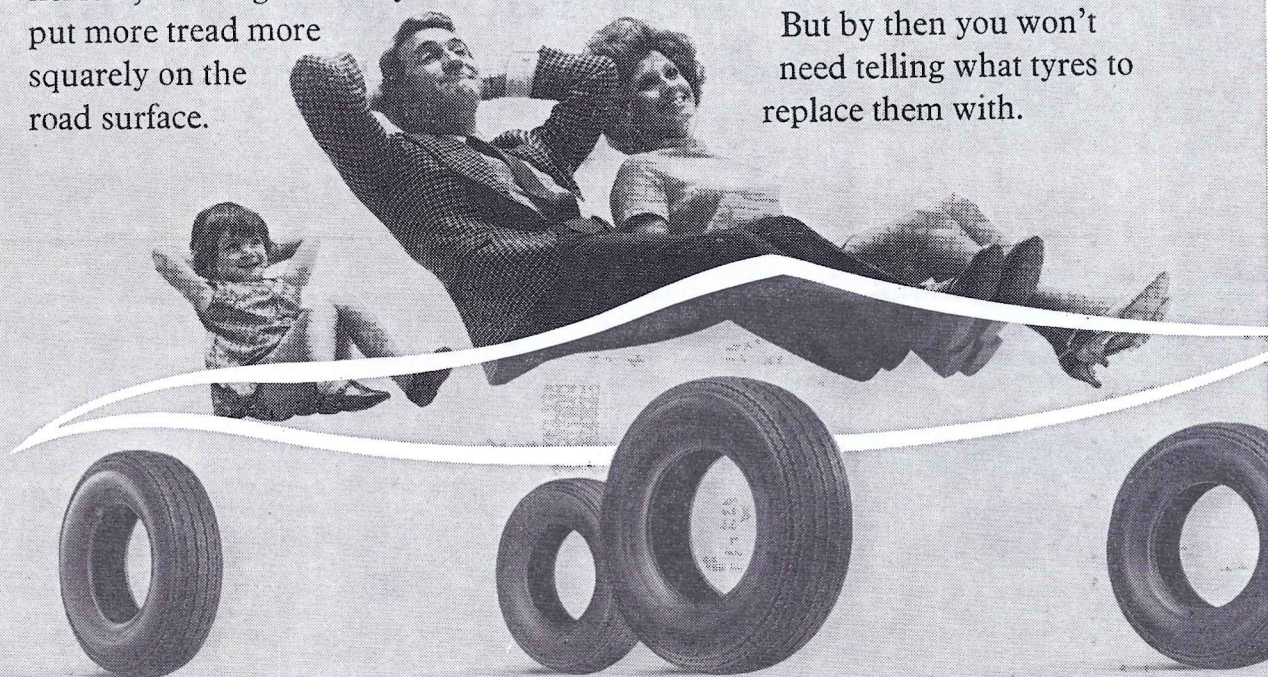
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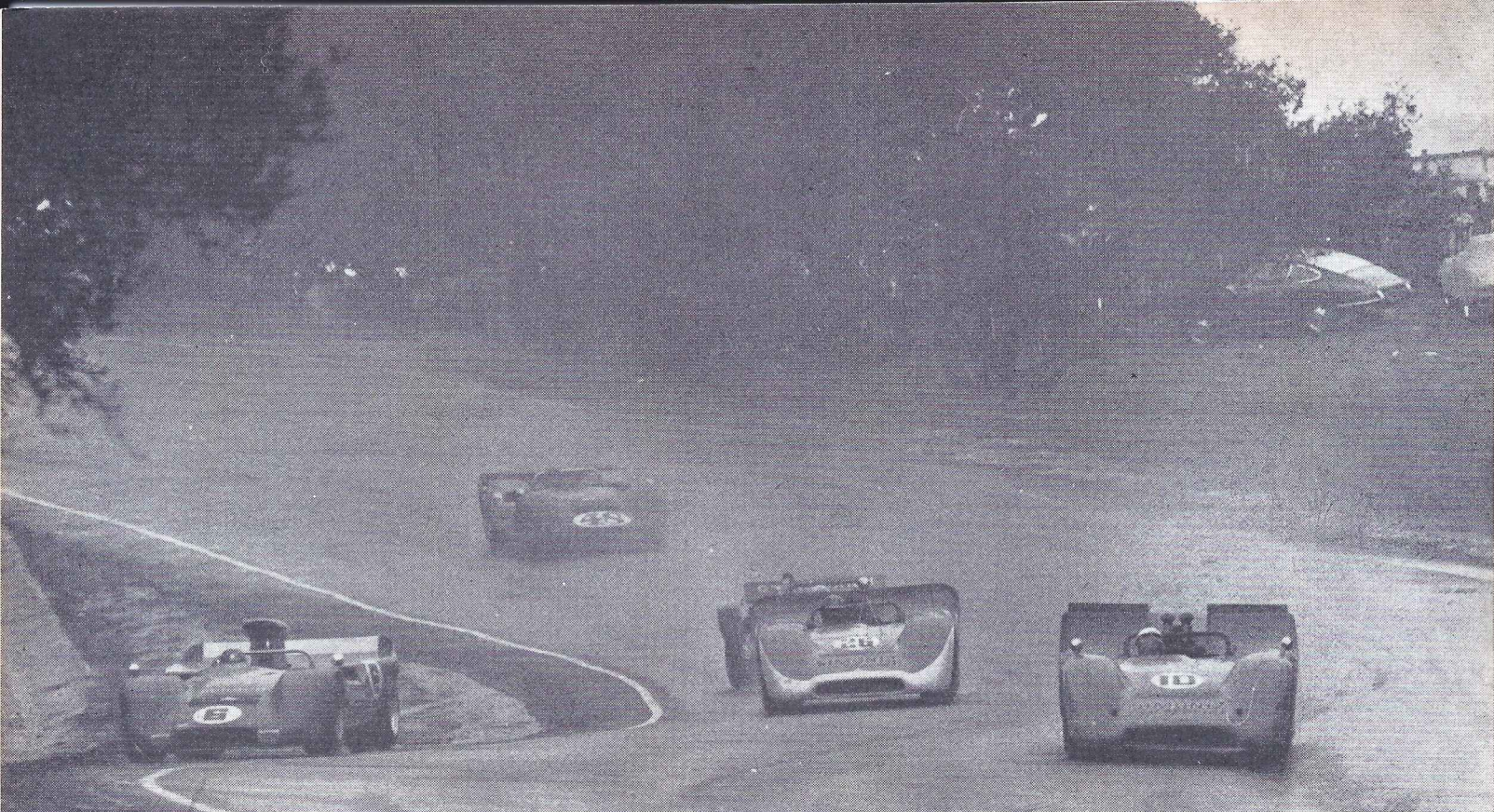
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Mark Donohue has his Sunoco McLaren-Chevy off the road on the 20th lap to clear his goggles as Chuck Parsons and Skip Scott (Simoniz Lola-Chevrolets), Denny Hulme (McLaren-Chevy) and Dan Gurney (McLeagle-Ford) stream by. Donohue got going again to finish eighth.

Cannon's wet Laguna CanAm

Outsider John Cannon takes elderly McLaren to victory in round 4 – Hulme second a lap down – McLaren, Donohue flounder in the wet

Story and pictures by PETE LYONS

JOHNN CANNON had the best boat, and in a steady downpour he completely dominated the Monterey Grand Prix at Laguna Seca last Sunday, round 4 of the CanAm Series. With an ancient McLaren M1B he slithered by all the big modern machines as they scratched and scrambled for a grip on a surface like ice. Hulme, McLaren and Donohue all stopped at least once because they couldn't see, and the Chaparral broke itself on the grid and didn't even start. Surtees, Andretti and Amon were all elsewhere, and probably glad of it. It wasn't a car race, it was a regatta.

ENTRY

THE Monterey Peninsula is one of the most magnificent sections of the Pacific coast, some two hours south of San Francisco Bay and just north of the Redwood forests around Big Sur. Some of America's first post-war road racing was at Pebble Beach, and when the sportsmen of the area saw the Cadillac-Allards and 2.3-litre Ferraris getting too fast for the circuit they looked around for another site. Finally they came to an arrangement with the US Army to use some acreage in the hills of the Fort Ord military reservation.

The 1.9-mile road course winds around the sides of a natural bowl, which gives superb spectator visibility over most of its length. It's a tight circuit, and overtaking is difficult, but everyone seems to enjoy it greatly. Its most spectacular section is a quick left-right down into the head of a valley—like driving off a precipice.

The Sports Car Racing Association of the Monterey Peninsula are very serious about their CanAm, and since their USRCC round in May have moved the pit area from its cramped outside location to the broad infield, laid half a million

sq.ft. of asphalt paddock, added bridges and grandstands and, to increase parking area, sunk drainage pumps in the lowest part of the basin so the Laguna will remain Seca all year round.

The entry was in some respects a disappointment. John Surtees did not enter, wanting time to sort out the TS-Chevy's problems, and while Chris Amon was entered in the sensational new 6.3-litre Group 7 Ferrari, this did not turn up. Mario Andretti and Ronnie Bucknum were off doing a USAC race, Rodriguez was missing, Jo Bonnier has apparently given up (he went to Monthéry instead) and there was no sign of Frank Ma tich.

Present in full strength were Team McLaren, with no alterations to the M8A specification apart from a few rivet holes here and there showing a restless preoccupation with aerodynamics. The Chaparral was once again the familiar 2G, Jim Hall's old girl still decked out with her wide Edmonton wing but her wheels, three-year-old castings, strengthened with gusset discs. The Mark Donohue McLaren M6B had lower and broader front bodywork, while Pete Revson's McLaren had yet another new set of spoked wheels; the new vertical-tube fuel injectors, although on the transporter, were not yet on the engine. Dan Gurney's pretty little

M6B-based McLeagle was trying a big ugly wing on its roll bar; it was a piston ring that had failed at Edmonton. For Swede Savage's Lola a new front body fixed all the crash damage, but for Lothar Motschenbacher's McLaren M6B it took an extensive rebuild of much of the chassis after the Edmonton accident; the car was still unfinished on Friday—all because a radius rod ball-joint had pulled apart.

Of the Carl Haas Lolas, Chuck Parsons' was back with a big engine, but Skip Scott was still a litre short and expects to remain so. Sam Posey now has seven litres and then some, a 7.3 iron block Traco Chev shoehorned into the Lola 160 by two Autodynamics bobs in 300 man hours. It was a tight fit and some of the bulkheads had to be carved a little, but for a mere 70 lbs Sam now has "ungodly torque—for the first time in my life I can spin the wheels anywhere on the entire track!" The Caldwell D7 was on hand for Brett Lunger, a broken aluminium chassis member replaced by one of steel.

Charlie Hayes and Jerry Titus had their McKee and McLaren respectively, and George Eaton his very soundly prepared M1C McLaren with Gurney-Weslake Ford motor. George Follmer turned up to drive Ronnie Bucknum's Lola, and Jerry Hansen rejoined the circus with the M6A. There were rather more private owners than usual, with machines named Platypus for instance, and also a 5-litre Lola T70 coupé and a Porsche Carrera 6 which, the owner told the scrutineers, had been enlarged to the 2500 cc minimum limit. Finally came John Cannon, with rather less of a car than he deserved, an M1B McLaren with six litres of Traco in the back.

PRACTICE

COASTAL weather can be difficult. Both practice days had alternating periods of bright sun and chill mist and rain, and everyone felt a pressure to qualify well up as soon as possible. The sessions were somewhat shorter than they could have been, because there was a quantity of other types of racing going on the same weekend.

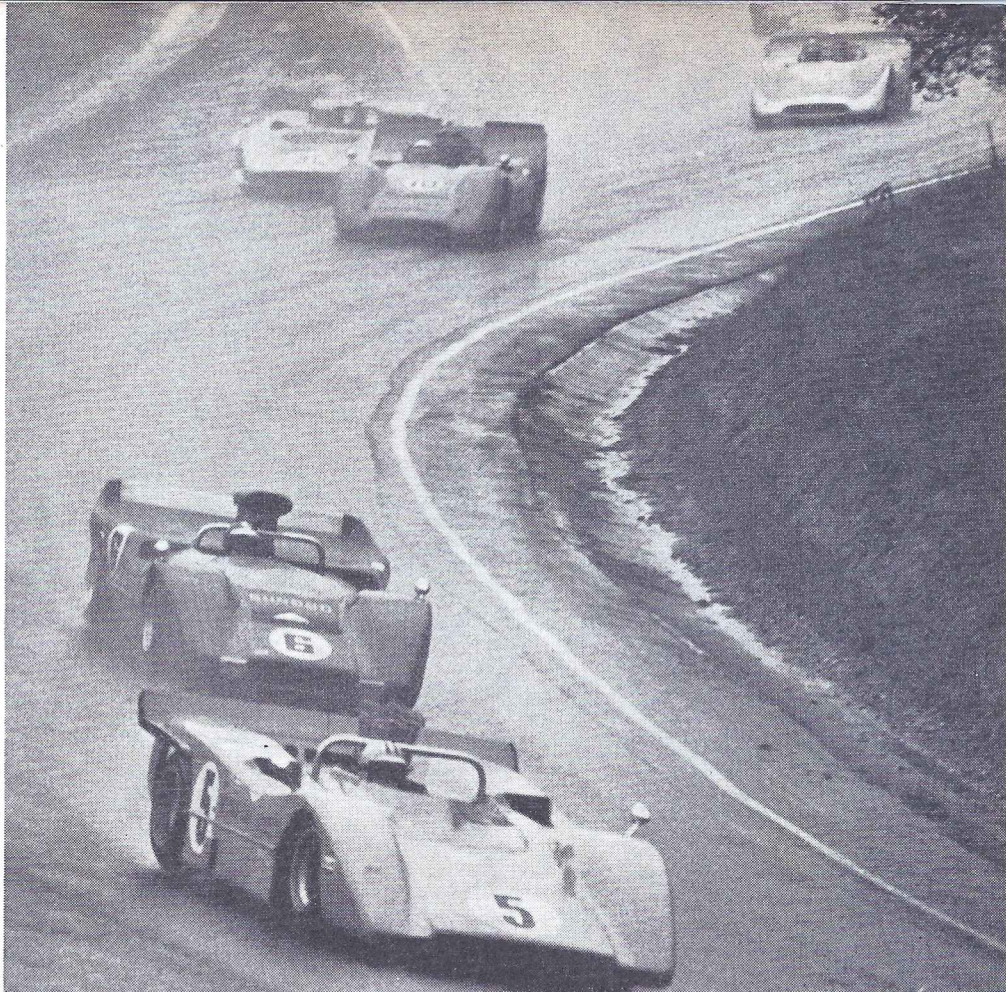
After a morning warm-up, Friday's session was not quite two hours long. McLaren missed most of it because his engine was being changed—something about a bad oil pump—but Hulme made full use of it and, after bleeding the brakes and looking for a slackness in the rear suspension, he began to turn on all the power and had a fine time. Jim Hall got the Chaparral going in its most awe-inspiring manner and finally blasted around in 1 m 1.53 s, best time of the day and 1.36 secs faster than his pole position time for the USRRC five months before.

Hulme got down to 1 m 1.98 s, but it jumped out of gear once and the Kiwis put it away rather than strain it furthermore. Bruce came out with barely half an hour left, and in something like seven laps equalled Denny's time. Donohue for once was not happy, as his engine was acting as if it were too rich, and the best he could do was a 2.69. Revson was fractionally quicker at 2.44; his engine too was a trifle dodgy but, while Penske had a fresh spare, Shelby's spare was not fresh and Revson soon stopped thrashing and filled up with fuel for a ride-height check.

Gurney went out to try the wing—it had never been tested—but the engine was off song (a piston was breaking up, as it turned out) and after a ridiculous best lap of 9.42 AAR took it back to town and called Los Angeles for a new engine. Hayes too packed up early: a scavenge pump was malfunctioning, and some of the seals were starting to bulge as the crankcase pressure built up.

During Saturday's single period of 1½ hrs both McLaren M8As tried added downthrust lips at front and rear, but both drivers quickly rejected them. Bruce explained that the added adhesion was too great to learn to cope with in the short practice time available—this from little tabs scarcely an inch tall! Hall kept adjusting his suspension but failed to improve on his time. Neither did Revson, and Donohue's engine was definitely a rare bad Traco and would have to be changed.

Posey was trying to get to know the Lola with its new heart, but there proved to be sticky bearings in both steering and throttle linkages, and he wan't learning too much. Poor Lunger was having one thing after another go wrong with the Caldwell—handling and engine neither right, and both the suspension and a brake caliper pulled apart—so that the best lap he could do left him 31st qualifier for a race that had a maximum grid of 30. Only if there was a

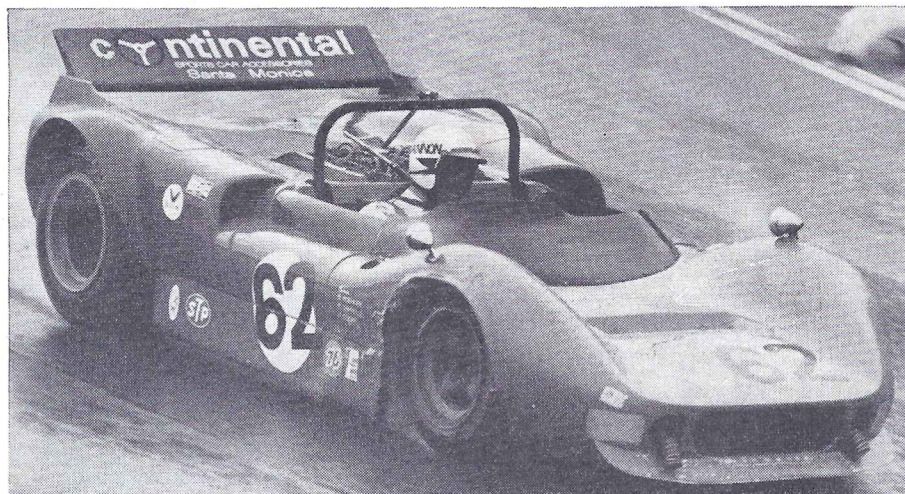


Denny Hulme and Mark Donohue splash along in front of Chuck Parsons, George Follmer and Skip Scott.

last minute withdrawal would he start in this, his next last race before going overseas with the Marines.

Motschenbacher's rebuilt M6B was not strictly a new car, but "it might as well be, it's acting like one; everything is wrong". Parsons' problem was fuel pressure, but for once Scott had no problems and wound up fastest of the six-litre brigade. Both Gurney and Hayes were still in engine difficulty and neither practised.

Near the end of the session Sandy Hall, up on her eyrie timing cars, called out warningly to Jim, "Bruce just did a 1.3!" The officials made it 1.44, but anyway there was nothing the Chaparral could do about it and the pole was gone. But almost simultaneously Denny's big Chevy made a noise and stopped. Something had lodged in a combustion chamber, not breaking the engine but preventing its turning a full revolution, and the boys in orange were in for another long night.



Cannon was uncatchable in the race; his fastest lap was nearly 3 secs quicker than Follmer's, who set second fastest tour.

Bruce McLaren
McLaren-C M8A
1 m 1.44 s

Denny Hulme
McLaren-C M8A
1 m 1.98 s

Mark Donohue
McLaren-C M6B
1 m 2.69 s

George Follmer
Lola-C Mk 3B
1 m 3.89 s

Gerry Titus
McLaren-C M6B
1 m 4.45 s

Gerry Hansen
McLaren-C Mk 6A
1 m 5.67 s

Tony Settember
Lola-C T70 Mk 2
1 m 7.11 s

John Cannon
McLaren-C Mk 1B
1 m 7.33 s

Lothar Motschenbacher
McLaren-C M6B
1 m 7.6 s

Non-starter

Merle Brennan
Genie-C
1 m 8.53 s

Dan Gurney
McLaren-F M6B
1 m 9.42 s

Rich Galloway
McLaren-C M6B
1 m 9.65 s

Ed Leslie
Lola-C T70
1 m 10.22 s

Ron LaPeer
Genie-C Mk 10
1 m 11.14 s

Brett Lunger
Caldwell-C D7C
1 m 12.30 s

Jim Hall
Chaparral-C 29
1 m 1.53 s

Peter Revson
McLaren-F M6B
1 m 2.44 s

Chuck Parsons
Lola-C T160
1 m 3.5 s

Skip Scott
Lola-C T160
1 m 4.24 s

Swede Savage
Lola-F T160
1 m 5.02 s

Non-starter

Sam Posey
Lola-C T160
1 m 7.32 s

Stan Burnett
Burnett-C Mk 3
1 m 7.57 s

George Eaton
McLaren-F M1C
1 m 7.68 s

Don Jensen
Burnett-C Mk 11
1 m 8.43 s

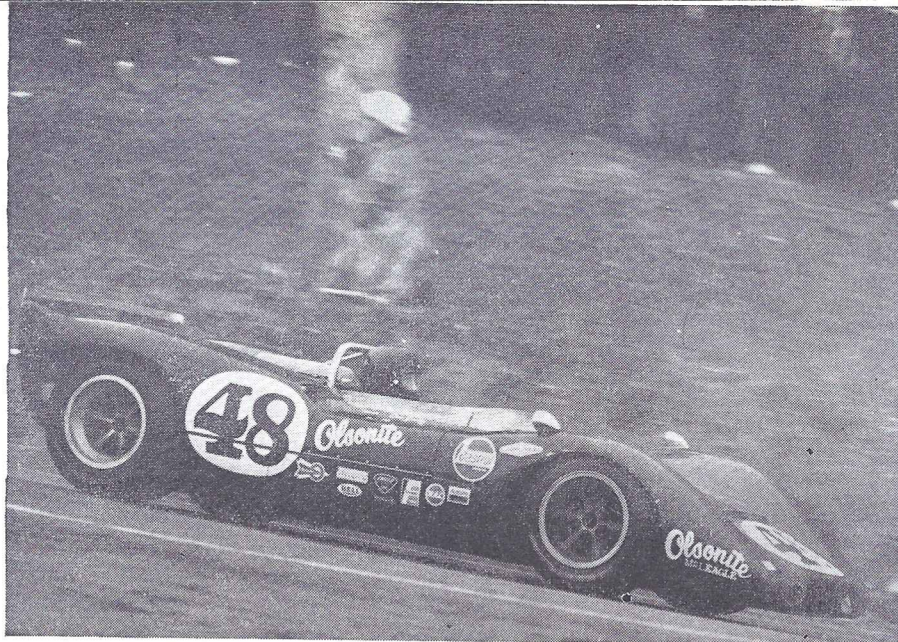
Brian O'Neil
Lola-C T160
1 m 9.13 s

Jerry Entin
Lola-C T70 Mk 3
1 m 9.47 s

Non-starter

Monte Shelton
Porsche Carrera 6
1 m 10.97 s

Jack Millikan
Lola-C T70 Mk 2
1 m 12.07 s



Dan Gurney at speed in the McLeagle-Ford; he dropped back with handling problems, then eventually retired with clutch and fuel-feed difficulties.

RACE

SUNDAY morning was a depressing experience. This is the race which last year was so hot that Bruce McLaren asked to be showered with water at the midpoint. The weather gods must have got the idea, and this year laid on a full shower from dawn to dark. The warm-up hour was nothing more than see-how-far-it-slides-where! and be sure to cover the engine when you stop.

Hall felt he was at least better off than he had been at Elkhart Lake, where he was without either the right rain tyres or the rims for them. Overnight the Chaparral's wing had been fitted with "fences" on the ends, but Gurney had quietly disposed of his wing altogether. Donohue and Hulme both had their new engines, and Posey was happier with new steering gear. He and Savage were eyeing the streaming track with speculation. "I've never even seen a wet race before!" exclaimed Swede, rolling his eyes. Bruce said, "we're having to feather-foot everywhere," and Denny added, "a stock motor would be bloody fantastic today."

Yes, this was going to be lots of fun. How about old Mario and old Ronnie up there in Michigan (where Bucknum was at that very minute winning); USAC doesn't run in the rain...

As the grid formed up in steady rain Bruce's racer was mixing oil with the water under it, and in a controlled panic it was pushed aside for the dry-sump tankage to be gone over and the problem solved.

Behind the 30 gridded cars were several of the alternatives suited up and waiting hopefully for any last-minute misfortunes, and as the starter twirled his flag to start the engines Lunger got his wish. The Chaparral coughed once and backfired, breaking some teeth from the starter pinion and jamming itself solid. Hayes' Oldsmobile also refused to start, and as the rest of the field streamed around them to begin the pace lap these two were a sudden nucleus of frantic work, but to no avail.

There was a second pace lap while the Chaparral and McKee were pushed away; then at the green flag McLaren from his lonely pole position was joined by Revson, out-dragging Hulme and Donohue, all four in one solid wall of spray. Behind came Follmer, Parsons, Scott, Titus, and the rest—and Cannon. Look at Cannon! From 15th starting position he was passing more powerful and modern cars on all sides, and by lap five he'd buried them all in his spume, closed up the gap to Donohue, and swept by into fourth place. Next lap he was by both Hulme and Revson, and on lap seven the bulbous little red McLaren threw water all over the big sharkish orange one and went into the lead of the Monterey Grand Prix!

The road was streaming wet and his Firestone rain tyres were getting an unreal grip. John Cannon gathered himself up for the drive of his life, and shot away into the distance at 2 secs a lap.

At the tenth lap the order behind was still McLaren, Revson, Hulme and Donohue in a line, then Follmer on Firestones of a semi-wet pattern closing up, leaving the two Haas Lolas tight together. Eaton was another doing a charge, and was now ninth ahead of Posey and Titus. Eve had been blackflagged and told to retire the Match, as he should not have started. Poor Savage had spun into the haybales on the second lap and retired, but Gurney from near the back was slithering by car after car and was closing on Posey and Eaton.

Cannon was lapping in the 1 m 15 s bracket, and by lap 20 had almost 30 secs on McLaren. Revson had only feet between himself and Hulme, and next lap the World Champion snatched back third place, just as Follmer finished hauling in Donohue and took over fifth. Mark in fact could hardly see to drive, and he now slowed drastically and anchored in a quiet backwater to fiddle with his goggles.

Cannon was now around as far as lapping Gurney. As he went by Dan tucked in and went along up to the Parsons/Scott twins, but never further. He dropped out of the fray and spray to say the handling was very evil and might he please try another anti-roll bar.

On lap 27 Follmer took the Lola ahead of Revson's McLaren into fourth place, which immediately became third as Hulme stopped in his pit to get a fresh bubble visor, rejoining quickly but not before Revson had come past. Cannon had lapped Follmer and was now up to McLaren; suddenly with no effort at all he had lapped the entire field, and now with two miles in hand he slacked off and let his fastest time of 1 m 14.4 s stand for the day. Bruce's goggles were down, his face bare. Follmer caught him up and after 34 laps took over second.

Behind Hulme, still fifth, the Haas Lolas were being caught by Eaton. Motor racing is not supposed to be a body contact sport, but there were in fact many little pieces of glass fibre littering the track, and now Eaton added to it. He made a big effort to separate Scott from Parsons at the hairpin and succeeded—succeeded in bringing both Parsons and himself to a complete halt as Scott drove around and away!

Thus by half distance Cannon, cruising around now in the 19s, had a lap and 11 secs on Follmer who was safely away from McLaren, Revson, Hulme, Scott, Eaton, Parsons, Settember and Motschenbacher. Posey was dropping back, with Titus and Donohue was well behind but gaining. It was still raining as hard as ever.

Revson's motor was going sour as a piston began to burn, and Hulme repassed him. Settember's black Lola suddenly lost some of

its nose and stopped to have the edges trimmed, while Eaton, his own McLaren nose battered and dangling, caught up Scott, passed him, and then on lap 45 took over fifth from Revson. Titus and Motschenbacher were now together and commenced a duel, both with engines erratically off song; this went on for the balance of the race. Dan Gurney was back, skating around the glassy surface in beautiful smooth glissades, but presently a combination of bad clutch and bad fuel-feed prompted him to call it a bad day. After 48 miserable laps trying to see, McLaren pitted for a new set of goggles, letting Hulme go by and Eaton get very close.

Right at the start/finish line was an especially nasty puddle, and it caught out George Follmer on his 53rd trip through it; the big gold Lola aquaplaned wildly and slammed into the grassy bank, retiring itself from a secure second place with 48 secs over Hulme. In the confusion of waving flags and weaving tow-trucks Eaton got around McLaren.

Thus at 60 laps Denny held second, a lap and 52 secs behind Cannon, and only 19 secs ahead of Eaton. Motschenbacher, Scott and Titus were all involved with each other; well behind Parsons, Revson had fallen behind Donohue. Two laps later Parsons lost a wheel and with it his eighth position.

And so reeled away the last quarter of this slippery affair, a bath of misery for everyone except John Cannon and his incredulous crew, whose fingers must have been as crossed as John's arms were!

Eight laps from the end Motschenbacher suddenly passed McLaren into fourth, and that was the final change in a cold and dismal but peculiarly dramatic regatta. Cannon was presented with just a trifle less than \$20,000, or enough to buy the three-year-old car about four times!

Monterey Grand Prix, CanAm Round 4 Laguna Seca Raceway, Monterey, California October 13 80 laps, 152 miles

- 1, John Cannon (6.0 McLaren-Oldsmobile M1B), 1 hr 46 m, 24.6 s, 85.6 mph;
- 2, Denny Hulme (7.0 McLaren-Chevrolet M8A), 79 laps;
- 3, George Eaton (5.9 McLaren-Ford MIC), 79;
- 4, Lothar Motschenbacher (6.2 McLaren-Ford M6B), 79;
- 5, Bruce McLaren (7.0 McLaren-Chevrolet M8A), 79;
- 6, Jerry Titus (6.0 McLaren-Chevrolet M6B), 79;
- 7, Skip Scott (7.0 Lola-Chevrolet T160), 79;
- 8, Mark Donohue (7.0 McLaren-Chevrolet M6B), 79;
- 9, Sam Posey (6.0 Lola-Chevrolet T160), 78;
- 10, Stan Burnett (6.0 Burnett-Chevrolet Mk 2), 77;
- 11, Merle Brennan (5.7 Genie-Chevrolet), 77;
- 12, Peter Revson (7.0 McLaren-Ford M6B), 76;
- 13, Don Jensen (6.0 Burnett-Chevrolet), 75;
- 14, Tony Settember (6.0 Lola-Chevrolet T70 Mk 2), 74;
- 15, Brian O'Neil (5.9 Lola-Chevrolet T70 3B), 73;
- 16, Brett Lunger (6.0 Caldwell-Chevrolet D7C), 72;
- 17, Rich Galloway (6.0 McLaren-Chevrolet M6B), 72;
- 18, Jerry Entin (6.0 Lola-Chevrolet T70 Mk 3), 71;
- 19, Monte Shelton (2.5 Porsche Carrera 6), 68;
- 20, Jack Millikan (6.0 Lola-Chevrolet T70 Mk 2), 65.

Fastest lap: Cannon, 1 m 14.4 s, 92.0 mph.

DNF: Chuck Parsons (7.0 Lola-Chevrolet T160), lost wheel; George Follmer (7.0 Lola-Ford T70 Mk 3B), crashed; Dan Gurney (5.3 McLaren-Ford M6B), clutch and fuel-feed; Ed Leslie (6.0 Lola-Chevrolet T70 GT Mk 3), engine; Jim Paul (5.5 McLaren-Chevrolet M1C), radiator; Ron LaPeere (5.0 Genie-Chevrolet Mk 10), engine; Jerry Hansen (7.0 McLaren-Chevrolet M6A), overheating; Bill Eve (4.4 Match-Reppo SR3), black-flagged; Swede Savage (5.0 Lola-Ford T160), crashed.

Prize money: Cannon, \$19,550; Hulme, \$6000; Eaton, \$4800; Motschenbacher, \$3700; McLaren, \$3300; Titus, \$2000; Scott, \$1500; Donohue, \$1200; Posey, \$1100; Burnett, \$1000; Brennan, \$900; Revson, \$800; Jensen, \$700; Settember, \$600; O'Neil, \$500; Lunger, \$400; Galloway, \$300; Entin, \$200; Shelton, \$100; Millikan, \$100; Jim Hall (7.0 Chaparral-Chevrolet 2G), \$350 (second fastest in practice); DNFs, \$50.

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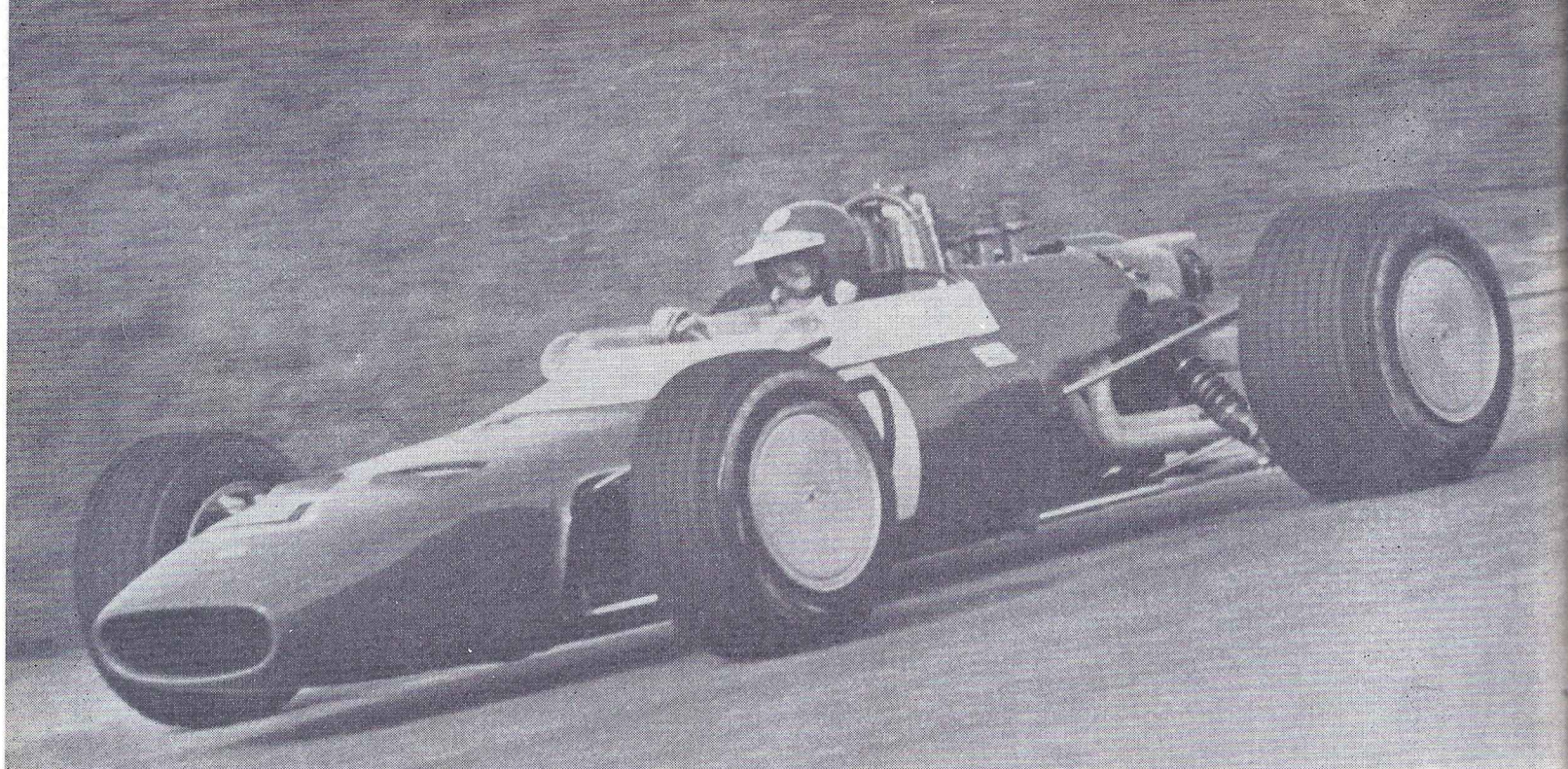
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Few people would have guessed that Tino Brambilla would score Ferrari's first 1600 cc F2 win. The flat wheel discs are to aid the car's aerodynamics.

Brambilla wins for Ferrari

**Ernesto Brambilla risks all and wins — First F2 win for Ferrari —
Pescarolo second, Bell third — Rindt retires — Incident-packed race**

By PAUL WATSON

ERNESTO BRAMBILLA gave Ferrari their first Formula 2 win in last Sunday's Preis von Württemberg at Hockenheim. Driving a wild race, little Tino came from behind, taking the lead on the last lap literally on the grass, and winning by 0.2 sec. Henri Pescarolo's Matra was second from Derek Bell's Ferrari, less than half a second covering all three. Jack Oliver (Lotus), David Hobbs (Lola) and Brian Hart (Brabham) finished close behind, but the much fancied Jochen Rindt retired during the incident-packed race.

Once again Hockenheim provided a massive slipstreaming affair, and several happily harmless accidents on the infield section of the course occurred, causing Ahrens, Mitter, Siffert and Regazzoni to retire with suspension damage. BMW fielded their two new cars, which were most impressive and between them led for 17 of the 35 laps. The race was unquestionably one of the most exciting ever seen in the current F2 series, and was watched by a vast crowd under overcast conditions.

ENTRY

ALTHOUGH the European Formula 2 Championship had already been decided in favour of Jean-Pierre Beltoise and runner-up Henri Pescarolo, the Preis von Baden-Württemberg at Hockenheim still attracted a good and varied field of F2 cars and drivers. The entry was headed by the Winkelmann Brabham BT23C of Jochen Rindt; in the second Winkelmann car was Gerhard Mitter. Of the other Brabham BT23Cs, Kurt Ahrens was driving his Caltex Racing car and Peter Gethin the Frank Lythgoe machine, while Walter Habegger had the orange Valvoline Racing BT23C and Corrado Manfredini a sixth car entered by the Italian Scuderia Picchio Rosso. Xavier Perrot was in the Squadra Tartaruga BT23 and the German Werner Lindermann had his similar ex-Mitter BT23. Paul Blum had the only twin-cam in the race, a BT18 raced in previous years by Habegger, while Chris Meek was in Bill "Gingerly" Jones' ex-Costin BT10.

Matra Sports used the race as a chance to try out F3 man Jean-Pierre Jabouille in an F2 car. Jabouille came into the team to re-

place Beltoise who, having won the European Championship, was at Montlhéry co-driving with Servoz-Gavin in a 3-litre prototype. Pescarolo maintained his usual seat in the other Matra MS7, while Matra International did not enter. Both MS7s at Hockenheim had high-faired cockpits to try to keep their two lanky drivers out of the airstream.

Ferrari did not announce their drivers until they arrived at Hockenheim, but Derek Bell as their leading ungraded driver was bound to lead the team in the chase to finish third in the championship. Ickx was still on the injured list following his Canadian Grand Prix shunt and Amon has no liking for Formula 2, so the second place went to the tough little Italian F3 graduate Tino Brambilla. Brambilla drove chassis 0010 and Bell chassis 0004. Tecno of Bologna entered just one car, for the Swiss Clay Regazzoni; Ron Harris withdrew his entries without notifying poor Jonathan Williams, who turned up ready to go. Silvio Moser also failed to materialise with the Vögele car.

Jack Oliver represented Lotus with his usual Herts & Essex Aero Club 48, and

Bruno Frey was there with the Midland Racing Team Lotus 41B raced by Habegger in 1967. Robs Lamplough drove his 1967 ex-Lythgoe McLaren M4A, while David Hobbs was having his second drive in the David Bridges Lola T100. The Gerard Meryn team had some interesting changes, their two new drivers being Mike Walker, late of Chequered Flag, and the SMRT F3 Titan driver Peter Gaydon who was being given his first proper chance in F2, although he had driven a twin-cam most admirably in the wet at Mallory Park last year.

Most sensational entry of the meeting came from BMW with two absolutely new cars, completed days before the race for Jo Siffert and Hubert Hahne to drive. Both used chassis constructed at Lola's factory to designs worked out jointly by the German and British firms, and built by BMW mechanics at Slough. The chassis are monocoque in the front and middle sections only, with a space frame at the rear to house the engine—unlike the Lola T100s which are fully monocoque. The engine uses the same block based on the standard 2-litre engine, with a completely new four-valve head with three plugs per cylinder. The engine is at present developing 220 bhp at 10,500 rpm, but with infinitely better torque throughout the range. Brakes are outboard front and rear, and there is a neat rear-mounted oil tank with oil cooler placed on top. The car has a narrower track and the shock absorbers are mounted in a more elevated position than before. Transmission is through a normal FT200 Hewland gearbox and the cars run on Dunlop tyres. Weight is 430 kilos as against the 470 of the old cars, but BMW hope to lose another 10 kilos for 1969, when they are continuing their programme of F2 racing.

PRACTICE

PRACTICE was on Friday and Saturday, and all but Hahne and Lamplough were out on the first day; Hahne's car was still having its engine completed at Munich after some faults had been located at the factory, while Lamplough was still motoring down from Ostend. On the first day Ahrens was quickest, breaking the elusive 2-mins barrier to record 1 m 59.7 s (203.570 kph), which is just 0.1 sec inside Rindt's record lap set up during the June race. Pescarolo came nearest to this with 2 m 0.2 s, while that great tryer Brian "Nosher" Hart chisled round into third with 2 m 1.1 s, a time nearly equalled by Regazzoni (2 m 1.2 s), Oliver (2 m 1.3 s), Gethin (2 m 1.4 s), Rindt (2 m 1.5 s) and Brambilla (2 m 1.9 s). The Dino was using flat wheel discs for streamlining. Jabouille was settling in well with the second Matra MS7 but suffered some condenser trouble, while Bell was unhappy with his gear ratios which did not suit the tyres his Dino was wearing.

Saturday boasted two sessions. In the first Jo Siffert managed to equal Ahrens' earlier time of 1 m 59.7 s; both BMWs were using lightweight streamlined sections between the wheels which also contained fuel tanks (unused on this occasion). Ahrens was just a fraction slower on the second attempt (1 m 59.9 s); Pescarolo was also slower, but maintained third position overall behind Siffert and Ahrens. Bell improved to 2 m 1.4 s, Hahne got down to 2 m 1.9 s, and Regazzoni dropped his time to 2 m 1.0 s, but both Oliver and Hart were fractionally slower. Both BMWs were oversteering quite badly in spite of constant attention.

Rindt was worried by the handling and brakes of his Winkelmann BT23C, which set mechanic Pete Kerr working overtime to get Jochen's car up to scratch. Derek Bell

was complaining of falling power, so that before the cars went out for the final session he had his engine changed.

The final session saw everybody out, and Rindt (although still not completely happy) recorded a tremendous 1 m 58.7 s. Pescarolo also got below 2 mins for the first time with 1 m 59.3 s, equalled almost immediately by Hart. Siffert shared the second row with Hart in 1 m 59.5 s, while Ahrens' best was still his first-session time of 1 m 59.7 s, which put him on the third row with Oliver.

The full list of practice times was:

Rindt, 1 m 58.7 s; Pescarolo, 1 m 59.3 s; Hart, 1 m 59.3 s; Siffert, 1 m 59.5 s; Ahrens, 1 m 59.7 s; Oliver, 2 m 0.1 s; Hahne, 2 m 0.2 s; Brambilla, 2 m 0.5 s; Regazzoni, 2 m 0.8 s; Bell, 2 m 0.8 s; Hobbs, 2 m 1.1 s; Mitter, 2 m 1.1 s; Gethin, 2 m 1.2 s; Habegger, 2 m 1.7 s; Perrot, 2 m 1.8 s; Jabouille, 2 m 2.5 s; Walker, 2 m 3.4 s; Manfredini, 2 m 3.4 s; Gaydon, 2 m 4.4 s; Meek, 2 m 4.6 s; Frey, 2 m 5.6 s; Lindermann, 2 m 7.9 s; Lamplough, 2 m 9.5 s; Blum, 2 m 10.9 s.

RACE

THE race was over 35 laps, with no heats to confuse matters, and the start was by the Indianapolis two-by-two method behind a big Mercedes. This ensured that all 24 got cleanly away, but before the first right-hander after the pits Gethin's hand shot up, and after one slow lap he was in the pits with his throttle control over-centre.

After one lap Jo Siffert burst into the stadium first, with team-mate Hubert Hahne right behind. The massive crowd of excited Germans rose to the two BMWs with one accord as the white cars hurtled round the twisty artificial corners and then past the pits again. Behind the BMWs Pescarolo was third, then Rindt, Oliver and Ahrens, followed by Hart, Regazzoni, Brambilla, Bell, Mitter, Hobbs, Habegger, Perrot, Gethin, Manfredini, Walker, Gaydon, Meek, Linder-

mann, Jabouille, Lamplough, Frey and Blum. Clearly this was going to be another of those huge slip-streaming races, for after two laps 15 cars came by in one great bunch, this time headed by Hahne, with Pescarolo now second and then Ahrens ahead of Siffert, Oliver, Rindt, Brambilla, Hart, Bell, Regazzoni, Hobbs, Mitter, Habegger, Perrot and Jabouille, who had made up for a poor first lap.

As the race progressed, so the lead changed on virtually every lap; and if not the lead, then always second or third place. Ahrens usually maintained fourth place past the pits while the two BMWs and Pescarolo's Matra contested the lead: Siffert led on laps 3 and 4, Hahne on lap 5 and Pescarolo for the first time on lap 6. No more than 3 secs covered the first 15 cars down to Habegger and Perrot. On lap 7 Oliver moved up to fourth place ahead of Regazzoni and Ahrens; Rindt was keeping well out of the way and letting things develop. Gethin had again stopped out on the circuit for repairs, later to continue to the pits, and Lamplough had come in for the first of two stops to take on water.

Still the battle for the lead continued between the BMWs and the Matra, with the white cars usually leading past the pits, but with Pescarolo heading them on lap 9. Then on lap 11 the first incident happened at the tight left hander in the stadium. Ahrens got all tweaked up and spun, collecting Mitter and Perrot. All three cars retired immediately with various degrees of suspension damage, the worst hit being Mitter's car which also had a bent chassis. The order now became Hahne, Siffert, Pescarolo, Regazzoni, Oliver, Brambilla, Bell, Hart, Hobbs, Jabouille and Rindt, with Habegger at the rear of the leading bunch.

Further back a good fight had developed for 13th place between the two Merlins of



A typical Hockenheim scene as Jo Siffert in one of the new BMWs leads the hairy 15-car bunch which was disputing the lead in the early stages of the race.

Walker and Gaydon, Manfredini's BT23C and Meek's BT10, which was going well. Walker had been ahead of the other three, but a smart spin on the long double right-hander before the pits on lap 9 had dropped him back within reach of the others. On lap 13 Meek dropped back with a pit-stop with plug lead trouble, continuing later at the tail of the field.

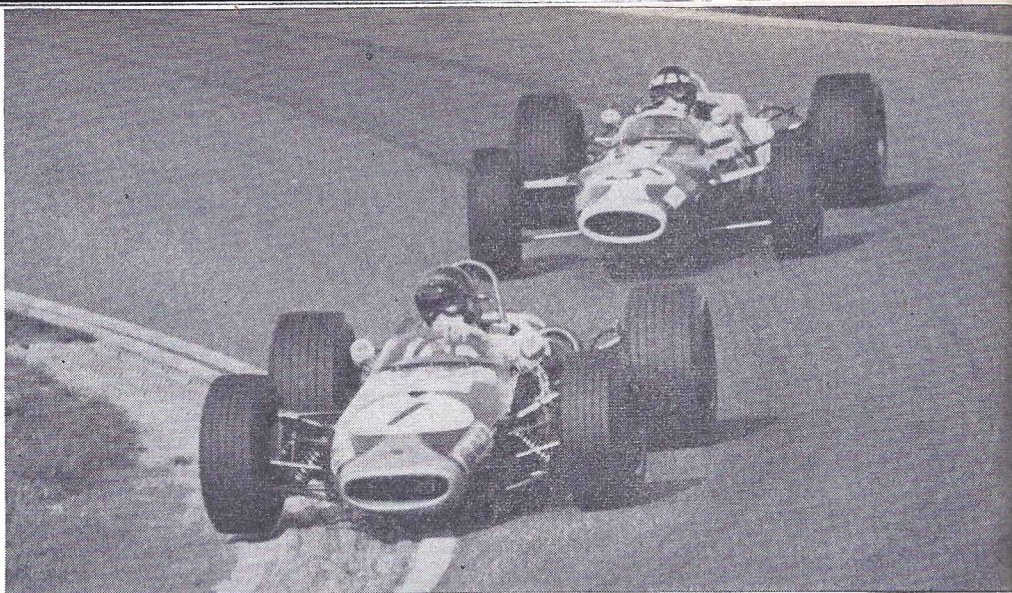
On lap 15 Pescarolo went in front for three tours, only to be taken again by Siffert. Hahne rammed one of Jochen Rindt's rear tyres going into the right-hander after the pits and the nose of the BMW looked very second-hand; he then lost it, collected it, and lost it properly, this time on the double right-hander, and dropped from third on lap 22 to 10th on the following round. Meanwhile Frey departed from the race almost unnoticed when his fuel tank lost contact with the rest of the car! Lindermann also retired, with oil pouring out of his engine and the water temperature off the clock.

On lap 24 Siffert was still contesting the lead with Pescarolo, with nine cars left in the main drag, the order being Siffert, Pescarolo, Bell, Oliver, Regazzoni, Hart, Brambilla, Hobbs and Rindt, with Hahne next, still locking up his brakes on every corner. Then came Jabouille and Habegger, who had now both lost contact with the leading group, Jabouille due to failing brakes and Habegger having lost fourth gear. Then on the next lap another mix-up occurred at the same right-hander that had already eliminated Ahrens, Mitter and Perrot. This time it was Regazzoni, Siffert, Rindt and some others. The Tecno driver coasted down the slope to retire with a bent top wishbone, Siffert continued for another lap before retiring with a damaged front suspension upright, and Rindt stopped a lap after that with excessive vibrations.

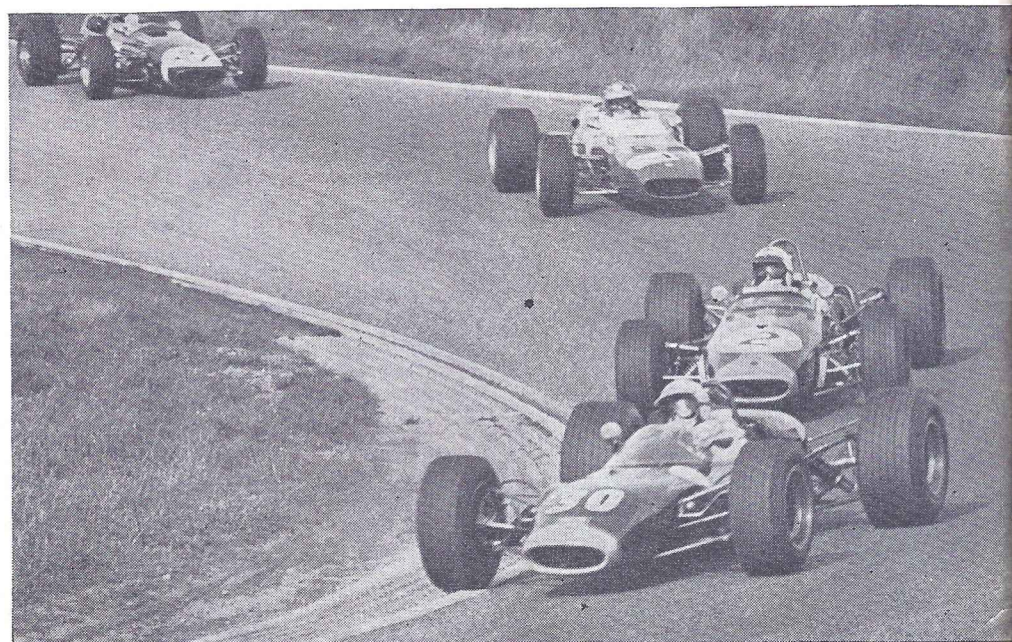
So it was Jack Oliver who led at the completion of the 25th, with Pescarolo second and then Bell, Hart, and Hobbs. The two Merlyns had also had a spin at the same spot when Mike Walker turned round smartly on this now very oily corner. Their spins had allowed the Italian Manfredini to pull away. For the next three laps Derek Bell pushed the Ferrari ahead, followed first by Oliver, then by Pescarolo and then again by Oliver. Hart was a steady fourth ahead of Hobbs and Brambilla, but the leading three had now pulled away from their pursuers to command what seemed an uncatchable lead. The 29th and 30th laps were the property of Oliver, while the 31st and 32nd went to Pescarolo. Bell hovered around in third place, so that on the 33rd lap the order was Oliver, Pescarolo, Bell, then a gap to Hart, Brambilla, Hobbs, and a much larger gap to Hahne. Habegger was eighth after a spin trying to pass the brake-troubled Jabouille, but once the Swiss driver had recovered he found no difficulty in repassing the Matra. Manfredini and the two Merlyns were now lapped, and Paul Blum in the old Brabham twin-cam was still plodding round several laps adrift. Lamplough, Gethin and Meek had all had long sessions at the pits but were circulating.

On the penultimate lap Oliver still led past the pits, with Bell second and Pescarolo third. However, the other three, Hart, Brambilla and Hobbs, had now caught right up, while Brambilla had in the process achieved fastest lap of the race in 1 m 59 s (204.770 kph). As the cars disappeared out into the fir woods for the last time, a race which only two laps before had looked to be between three cars had now become a race between six.

Then coming up the return straight for the last time, Brambilla came as if from nowhere, got all four wheels of the Ferrari on the grass at well over 150 mph, and proceeded to pass Oliver, Bell and Pescarolo. As Brambilla snapped back on to the track



Jochen Rindt charges the grass apex with his Brabham with Jackie Oliver's Lotus just about to follow suit.



Bruno Frey's Lotus 41B is about to be lapped by Gerhard Mitter in the second Winkelmann Brabham, Brambilla's Ferrari and David Hobbs' Lola.

holding an enormous slide, he cut right across from right to left, forcing Bell over onto Pescarolo who was to the left of the two Ferraris. All three cars touched at this frightening speed, but somehow all three drivers stayed pointing in the right direction. How there wasn't an enormous accident will never be known. Oliver, Hart and Hobbs just looked on in horror!

Once through, Brambilla quickly dodged round Chris Meek, who was being lapped and trying to keep well out of the way, so that by the time they reached the right-hander into the stadium Brambilla was clean ahead. Meek had inadvertently held up the others just enough to allow the Ferrari to keep its advantage all round the twiddles and onto the final straight. In the dash for the line Brambilla held on to win by a mere 0.2 sec, with Bell another 0.2 sec behind in third place. Just over half a second later Oliver crossed the line, followed a second later by Hobbs and Hart almost side by side. Hahne, Habegger and Jabouille followed that; then came Manfredini with 34 laps completed and the two Merlyns, Gaydon leading Walker.

Brambilla's win is the first achieved by Ferrari with one of their Dino 166 Formula 2 cars, but it would seem that the Italian's driving left a lot to be desired. Sixteen cars finished, but Gethin and Meek did not qualify due to their pit stops.

Preis von Württemberg, Hockenheim, October 13 35 laps, 206.88 kms

- 1, Ernesto Brambilla (Ferrari-Dino 166), 1 h 11 m 40.2 s, 198,500 kph.
- 2, Henri Pescarolo (Matra-FVA MS7), 1 h 11 m 40.4 s.
- 3, Derek Bell (Ferrari-Dino 166), 1 h 11 m 40.6 s.
- 4, Jack Oliver (Lotus-FVA 48), 1 h 11 m 41.3 s.
- 5, David Hobbs (Lola-FVA T100), 1 h 11 m 42.4 s.
- 6, Brian Hart (Brabham-FVA BT23C), 1 h 11 m 42.6 s.
- 7, Hubert Hahne (Lola-BMW), 1 h 12 m 19.2 s.
- 8, Walter Habegger (Brabham-FVA BT23C), 1 h 13 m 2.4 s.
- 9, Jean-Pierre Jabouille (Matra-FVA MS7), 1 h 13 m 4.5 s.
- 10, Corrado Manfredini (Brabham-FVA BT23C), 34 laps.
- 11, Peter Gaydon (Merlyn-FVA Mk 12); 12, Mike Walker (Merlyn-FVA Mk 12); 13, Paul Blum (Brabham BT18 t/c), 32 laps; 14, Jochen Rindt (Brabham-FVA BT23C), 27 laps, DNF; 15, Jo Siffert (Lola-BMW), 26 laps, DNF; 16, Clay Regazzoni (Tecno-FVA), 25 laps, DNF; 17, Robs Lamplough (McLaren-FVA M4A), 25 laps. Peter Gethin (Brabham-FVA BT23C), 20 laps, and Chris Meek (Brabham-FVA BT10), 19 laps, did not qualify.

Fastest lap: Brambilla, 1 m 59.0 s, 204.77 kph (F2 record).

Retirements: Kurt Ahrens (Brabham-FVA BT23C), lap 11, accident; Gerhard Mitter (Brabham-FVA BT23C), lap 11, accident; Xavier Perrot (Brabham-FVA BT23), lap 11, accident; Bruno Frey (Lotus-FVA 41C), lap 16, loss of fuel tank; Werner Lindermann (Brabham-FVA BT23), lap 20, overheating and loss of oil; Gianclaudio Regazzoni (Tecno-FVA), lap 25, accident; Jo Siffert (Lola-BMW), lap 26, accident; Jochen Rindt (Brabham-FVA BT23C), lap 27, vibration.

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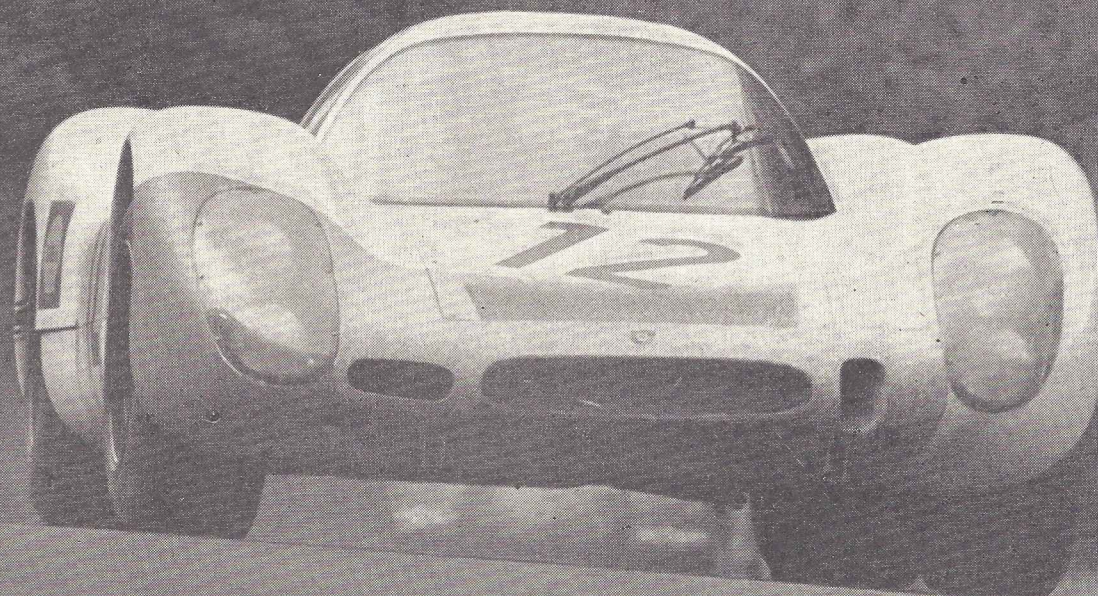
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The Porsche 908 of Hans Herrmann/Rolf Stommelen on its way to victory. The 908s showed impressive reliability, although they were never really pressed after Piper's Ferrari had retired.

PARIS TO PORSCHE

Porsche 3-litres 1-2 in Paris 1000 Kms — Piper/Attwood Ferrari retires — Sadler/Green third overall and Group 4 victors — Gregory/Bonnier show their worth

By PATRICK McNALLY

Photography by DPPI

PORSCHE dominated the 1000 Kms of Paris at Montlhéry last Sunday to score a one-two for their 3-litre 908s. Hans Herrmann and Rolf Stommelen led team-mates Vic Elford and Rudi Lins over the line in a rapid display of speed and reliability. The leading car averaged over 100 mph despite the presence of three chicanes, with the credit for fastest lap going to Vic Elford who managed 2 m 46.2 s.

There were only two teams which could have resisted the Stuttgart attack: David Piper/Richard Attwood in Piper's P4 Ferrari and Johnny Servoz-Gavin/Jean-Pierre Beltoise in the 3-litre Matra. However, the Ferrari retired when well in the lead with overheating, and the French effort also failed. The two works 3-litre Alpines held third and fourth places for most of the latter part of the race, but suffered a recurrence of their Le Mans braking trouble which let Peter Sadler/Willie Green up into third place to win the Group 4 category in their GT40. Highlight of the race was the dice for 2-litre prototype honours, which was resolved on the final lap in favour of Masten Gregory in the Porsche 910 he was sharing with Jo Bonnier.

ENTRY

THE 1000 Kms of Paris was once one of the most important sports car races in the calendar, but a few years ago it lost its championship status, and from then on has steadily declined; the entry on this occasion was only a shadow of former years. Although Porsche, Matra and Alpine-Renault were represented by works cars, Fords were not, although Jean "Beurlys" and Hughes de Fierlandt were driving one of the JW Ford GT40s (the car that was driven by Hawkins and Hobbs at Le Mans, since fitted with the 5-litre dry deck engine out of the Salmon's Le Mans car).

Numerically heading the entry were the two Lola T70 coupés of Ulf Norinder and Jean-Michel Giorgi. Ulf was partnered by Robin Widdows, the blue and yellow Traco-engined Lola running in identical trim as

at Le Mans. Giorgi's car, shared by Edward Nelson, was not so well prepared, its 5-litre engine built from bits and pieces from several motors although basically a Faulkner mill—two days before the race it was still a mass of bits scattered around the workshop floor.

Surprisingly, since this race had no particular significance for them, Porsche entered three works 908s: these were the cars they used at Le Mans, unmodified except for some tweaks to the electrical system. Jo Siffert was meant to be driving one of these with Hans Herrmann, but his BMW F2 contract which had never previously intruded suddenly required his presence at Hockenheim, and Rolf Stommelen (who was to have driven with Vic Elford) took his place, with Rudi Lins now partnering Quick Vic. The third 908 was a late entry and was destined for old hands René Buchet and Herbert Linge, who were originally entered in a 911T. These 3-litre Porsches were backed

up by a single 2.2-litre 907, the Scuderia Lufthansa car of Hans-Dieter Dechent and Udo Schutz.

France was well represented. The works V12 Matra had been rebuilt after its promising display on the Sarthe circuit, with Jean-Pierre Beltoise sharing the driving with Johnny Servoz-Gavin as Henri Pescarolo was busy at Hockenheim. Alpine entered the two surviving A220 3-litre cars, which had since been fitted with more brake cooling ducts after their problems at Le Mans, and these two cars had shown up well in practice earlier in the week. Patrick Depailler and Gérard Larrousse were in one car, with Henri Grandsire and Jean Guichet in the other.

Apart from the Beurlys GT40 there were only two other Fords entered, Francesco Godia and Jose-Maria Juncadella in the ex-Alan Mann, ex-Paul Hawkins example, and Peter Sadler and Willie Green in the former's beautifully prepared conventional Shelby-engined machine.

The strongest contender for outright victory was, however, David Piper's P4 Ferrari, which set a new lap record last year in this very race, and has since been considerably modified. It now sports a 4.3-litre engine, the 4-litre block having been bored to accept CanAm pistons and rods. The body is now of fibreglass rather than aluminium, and 15-ins rear rims replace the 12½-ins rims used last year. Power output is said to be something over 400 bhp. There were only two other Ferraris entered, the Filipinetti 275LM for Herbert Muller/Sylvain Garant and a GTB with a conventional 3.3-litre twin-cam motor for Jean-Pierre Hanrioud and Robert

Neyret, which was running in the GT category. Team VDS had entered Teddy Pilette and Rob Slotemaker in their Alfa Romeo Tipo 33, which had been refitted with its very quick 2½-litre V8 since Le Mans and was also running with a short tail again.

The 2-litre prototype category was headed by Jo Bonnier and Masten Gregory driving Richard Bröström's recently acquired ex-Soler-Roig 910, which is one of the first cars built and doesn't boast ventilated discs or 908 rear suspension. Also in 910s were Willie Kauhsen/Karl von Wendt, Gerhard Koch/Dieter Glemser and André Wicky/de Mortemart, with David Prophet and Alan Rollinson in Bill Bradley's example which had been fitted with a carburettor engine. Bradley himself was driving his Carrera 6 with Tony Dean, using the fuel injection 910 engine. Also in this class were the two Red Rose Chevrons, John Bridges/John Lepp driving the FVA-engined car with Brian Redman (his first race since his Spa accident) and Chris Williams in the 2-litre BMW-engined Group 4 car. Mark König and Tony Lanfranchi had brought along the Nomad-BRM, still in 1.5-litre form as the 2-litre wasn't ready in time. Two privately-entered Alpines arrived, the 1500 cc twin-cam of Jacques Houel/Firmin Dauwe and the GT car of Jean-Luc Therier/Nusbaumer, to back up the semi-works car of François Cevert/Jean-Michel Cremer.

There was the usual collection of Porsche 911s, including the cars of Guy Chasseuil/Claude Ballot-Lena, Helmut Kelleners/Jürgen Neuhaus, and Fritz Leinenweber/Meier, with Jean-Pierre Gaban/Jacques Haldi as late entries.

PRACTICE

THERE were two lots of practice, on Friday afternoon and on Saturday. On Friday the weather dictated most of the times for, although it was dry to begin with, a steady drizzle soon made the course extremely slippery and kept times down. Fastest in this session was Robin Widdows in the Norinder Lola, who wasted no time getting down to 2 m 52.3 s, nearly 5 secs faster than Udo Schutz in the Dechent 2.2-litre Porsche 907. The works 908s spent the whole time rushing in and out of the pits and never really got going, although Stommelen and Herrmann got down to 2 m 58.9 s without trying a bit. The second 908 hardly got in a flying lap. David Piper arrived late with the P4 but still managed third fastest time, 2 m 57 s, although Attwood never got a drive.

The works Matra looked impressive, with both JPB and Johnny Servoz driving with their usual dash; their best time was only 0.4 sec slower than Piper's Ferrari. Both the Alpines got in plenty of practice, Depailler/Larrousse posting the fastest time of 2 m 59 s. Fastest 2-litre prototype was the Porsche 910 of Koch/Glemser, which managed 3 m 0.1 s, although von Wendt/Kauhsen were only 1.5 secs slower in a similar car. Jo Bonnier/Masten Gregory did most of their laps on a damp track and were 5 secs slower.

Saturday

David Piper and Richard Attwood in the P4 Ferrari completely dominated Saturday's practice, Piper lapping in 2 m 44.8 s after only five laps, and Attwood getting down to 2 m 43.8 s equally quickly. The Ferrari was handling perfectly, the new wheels putting the power down on the road with minimum wheelspin, and both drivers were delighted with the way the car went. Rolf Stommelen tried the Buchet/Linge 3-litre 908 and went faster than he had in his own 3-litre Porsche; the young German managed 2 m 46.1 s and 2 m 47 s, with Elford and Lins a full 1 sec slower. None of the Porsches



The Grandsire/Guichet Alpine-Renault, which was the spearhead of the French challenge after the Matra V12 retired. It finished fourth, despite brushing the straw bales on several occasions.

were ideally geared and they all had a ratio change overnight.

Johnny Servoz-Gavin was complaining of instability on the straight in the Matra V12; nevertheless he and JPB equalled Elford's time of 2 m 48 s which made them joint fourth fastest. France's hopes were further boosted by 3-litre Alpine drivers Depailler/Larrousse and Grandsire/Guichet, who turned in 2 m 49.4 s and 2 m 50.7 s, a very impressive performance. Udo Schutz, who was driving really hard, managed 2 m 51.3 s in the 907, which put him ahead of the Norinder/Widdows Lola, whose practice was cut short by a blown head gasket.

The Giorgi/Nelson Lola holed its sump on the way to the circuit and their practice was very limited, though Nelson managed 2 m 57.5 s, which was slower than Pilette's 2.5-litre T33, Sadler's GT40 and the Koch/Glemser Porsche 910, which was the fastest 2-litre car. Bill Bradley's 910 wasn't going too well due to a cracked rotor arm, and neither Rollinson nor Prophet got too much practice; Tony Dean and Bill Bradley were also complaining that the Carrera 6 was down on power. Gregory and Bonnier were troubled by a chafing tyre which was rubbing on a radius rod and just failed to break the 3-mins barrier. Brian Redman found the Chevron-BMW he was sharing with Chris Williams lacking in top-end performance but was only 1.5 secs slower than the Bonnier/Gregory 910, while team-mates Lepp and Bridges in the Chevron-FVA were faster.

RACE

SUNDAY dawned with leaden skies, but the weather stayed dry for the entire race. At the start the two works 908 Porsches of Herrmann and Elford screamed off into the lead, leaving Piper's Ferrari back in third place, with Servoz-Gavin in the Matra virtually alongside as they went into the right-hander just after the start. Behind them there was a terrific jam, with the works Alpines of Depailler and Guichet staving off a determined challenge from Teddy Pilette in the Tipo 33.

As they came past on the first lap Herrmann had pulled out nearly 100 yds on team-mate Elford, who had the Ferrari right on his tail. Servoz lay fourth ahead of the two 3-litre Alpines of Guichet and Depailler, who were now split by Pilette's Alfa. Karl von Wendt was next, leading the 2-litre prototype class from Jo Bonnier's similar

910. Gerhard Koch in yet another 910 was 10th ahead of Willie Green in Sadler's GT40 and Lepp's Chevron-FVA. Behind this group Wicky's 910 had a couple of lengths on Tony Dean in Bradley's Carrera 6, which was holding off the two GT40s of Godia and de Fierlandt, with Redman's Chevron hard on their heels. Jean-Michel Giorgi in the big Lola led the rest of the field which consisted mainly of Porsche 911Ts dicing for the lead of the GT class, for Jean-Pierre Hanrioud's GTB Ferrari was already in gearbox trouble. Robin Widdows in the second Lola had gearchange troubles out on the circuit and it was several laps before the gaily coloured Lola arrived at the pits for the necessary administrations.

By the second lap Piper had claimed second place, the big green Ferrari setting off after Herrmann in determined style. Elford was hanging on grimly in third place some 75 yds ahead of Servoz, who was leading the French attack. Depailler had picked up two places and now lay fifth, while team-mate Guichet after an indiscretion had fallen back behind von Wendt; Bonnier held station ahead of Green, who had picked up a couple of places in the dark blue Ford and was easily leading the G4 class. Gerhard Koch, who had been handily placed, came rushing into the pits with fuel trouble, a similar malady having caused the very fast 2.2-litre 907 of Schutz/Dechent to waste time in the pits. Behind them the positions remained virtually unchanged.

Piper was right on Herrmann's tail when they next came into sight, with Elford making it a tight leading trio. The pace was too much for the Matra, which had fallen back, although still well ahead of Depailler and Pilette. The 910s of von Wendt and Bonnier were locked in combat, the Swede having slipped ahead of Guichet's Alpine. Green was going very well in 10th place ahead of Lepp's Chevron, while Godia had moved the ex-Hawkins GT40 up into 12th place. Poor Tony Dean had a terrifying moment on the banking when the steering column broke and the car started to climb up the banking; heavy braking pulled the nose down and Tony was able to park it completely undamaged. He said afterwards he had always wanted to see what was over the banking, but not quite like that.

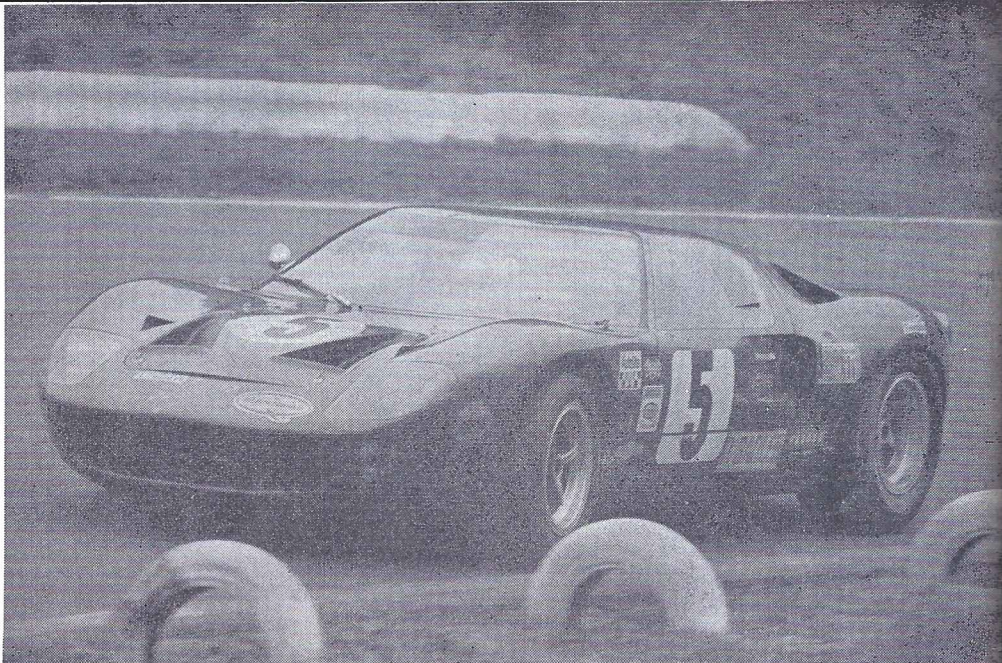
The Porsche/Ferrari duel continued in all earnest with the big 4.3-litre machine now only inches behind, and on lap 5 the Ferrari went ahead to pull out nearly 100

yds in its next unhampered lap. On the same tour Bonnier, who had been trying desperately to pass von Wendt, succeeded and moved up into seventh place to lead the 2-litre section. Alan Rollinson's engine sounded distinctly rough, and a few laps later the 910 came to a juddering halt when the gear on the crankshaft which drives the distributor damaged the distributor bevel gear. Rollinson was forced to hot-foot it back to the pits to get a replacement distributor, which he fitted to get the car back in the race again. Owner Bill Bradley was not amused, as the engine had only just been rebuilt by the factory.

The race was starting to settle down by lap 7, with the Ferrari drawing away steadily from the two Porsches, which swapped places next time round. Servoz-Gavin was holding down fourth place without too much sweat, and Depailler was still fifth in the leading Alpine, although Pilette in the Alfa was still pushing hard. Von Wendt had succeeded in repassing Bonnier but just couldn't get away although he had the faster car, while Guichet continued to lead the GT40s of Green and Godia, the latter having just passed Lepp's F2-engined Chevron. The Kelleners/Neuhaus Porsche 911T, which had been fastest in practice, led the GT category behind Mark König's Nomad-BRM, which was going like a bomb and moving steadily up through the field.

Just when it looked as if the Matra was all set to take over if the Ferrari and the two Porsches failed, Servoz-Gavin came rushing into the pits in the blue car and the rear section flew up in the air as the mechanics hurried into action. *Hélas*, an oil pipe from the dry sump tank had burst and was to prove irreparable, and France's best hope for outright victory was out of the race. The previous lap Godia's GT40 had gone missing when he abandoned out on the circuit, convinced the engine had blown. When Paul Hawkins went to inspect the car they found only the clutch inoperative; Godia, instead of coming straight into the pits, did another nine laps and really screwed it up, to the visible distress of his co-driver, Juncadella.

Meanwhile Piper continued to draw away from all opposition, picking up at least a second a lap on Elford's Porsche, which in turn was drawing away from Herrmann's identical 908. After an hour's racing the



Meticulous preparation and steady, fast driving earned Peter Sadler and Willie Green third place overall and the G4 category with their Ford GT40.

positions had clarified a little, for Teddy Pilette had been forced to retire with serious engine trouble after 20 laps, and Bonnier, who had been lying sixth overall behind the Alfa, lost valuable time when that chafing rear tyre punctured and forced him into the pits. Brian Redman was also in trouble, for the Chevron-BMW had high oil temperature and low oil pressure; apparently the oil cooler had burst when they were warming the car up in the paddock and they had to bypass this essential component. Brian did a few more laps before Bridges wisely decided to retire the car.

With 22 laps completed Elford was 13 secs in arrears, and obviously wasn't going to catch the Ferrari; he had settled down to some very consistent lappery. The only hint that all might not be well with the 3-litre Porsches came the following lap when Buchet, who had been steadily chiselling his way up from the rear of the grid, went past in a cloud of smoke: a gearbox oil pipe had come adrift. The car was soon mended and back in the race, but the gearbox had overheated and from then on the car fell back further and further.

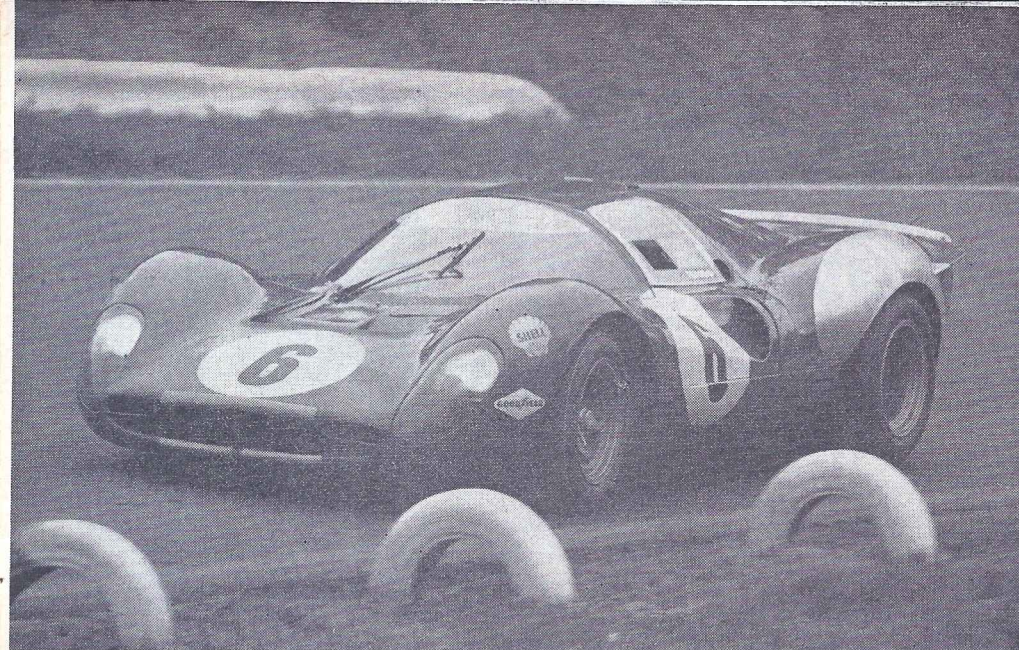
Piper's advantage was cut to 10 secs after 25 laps, for he had slowed slightly because

of rising water temperature, but this wasn't giving him any undue cause for alarm. The third-place Porsche had now fallen right back and was 44 secs behind its team-mate, the only other car still on the same lap as the leader. The two Alpines were now running in fourth and fifth places, Guichet having benefited from retirements, as had the Sadler/Green GT40 which still led the G4 class as well as being sixth overall. The order behind them was Lepp, also one lap behind the leaders, then de Fierlandt's GT40, Wicky, Bonnier and von Wendt in their 910s, Mark König's Nomad, Müller's 275LM and Buchet/Linge in the 908, followed by GT leader Kelleners/Neuhaus in their 911T.

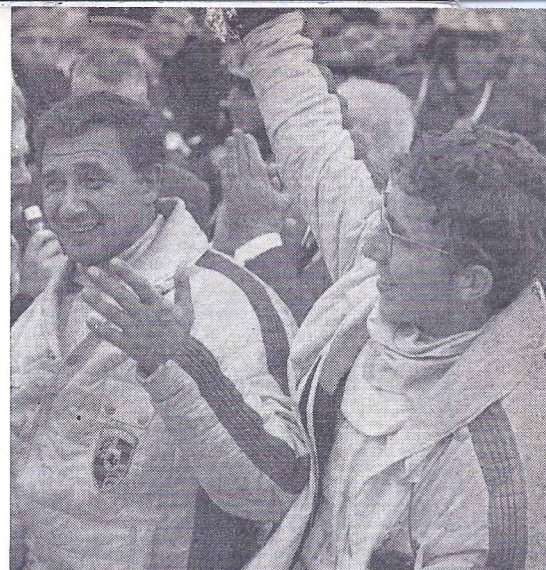
After 90 mins' racing the scheduled fuel stops started. The Alpines were first, Guichet coming into hand over to Grandsire, which let Green up into fifth place, although Depailler's stop didn't cost him a place as they had more than sufficient time in hand. When Stommelen came in on lap 32 Herrmann went by into second place, but not for long, for two laps later he called at the pits on the very same lap as the leading Ferrari. At this juncture the Ferrari had a minute in hand, even by the time Attwood had



Vic Elford brought his flying Porsche 908 home in second place. As Siffert was busy at Hockenheim, Austrian Rudi Lins was brought in to co-drive the car.



The 4.3-litre P4 Ferrari of David Piper/Richard Attwood really shook the Porsche team, holding the lead until it lost its water and had to retire.



Herrmann and Stommelen celebrate their victory.

taken over. However, all was not well with the Ferrari, for the pipe that takes the water from the bottom of the radiator had come adrift and the coolant was being deposited all round the circuit. Attwood did four laps before he was forced into the pits with astronomic water temperature and the car was retired.

With the Ferrari out of the running Lins now swept by at the head of the field, with team-mate Stommelen close behind, but the gap between the leading Porsches narrowed to under 7 secs; Stommelen was going like the wind and it obviously wasn't going to be long before he took the lead—in fact it took him precisely four laps.

The race now lost much of its interest, for the works Porsches were running one-two in neat formation, with Larrousse well over a lap behind in third place; Green, one of the few who had still to make a fuel stop, was fourth overall and still going like a beauty. Grandsire in the second Alpine lay fifth just ahead of Hughes de Fierlandt, who had now got the ex-JW Beurllys GT40 up to sixth place as he too had not yet stopped for fuel. The Chevron-FVA, which was now being driven by Bridges, was seventh overall, by far the fastest car through the chicanes and now proudly leading the 2-litre prototype brigade, although the 910s of von Wendt/Kauhsen, Gregory/Bonnier and Wicky/de Mortemart were all on the same lap chasing like crazy.

Robin Widdows, who had got the Lola going very nicely although many laps in arrears, had a terrifying moment at the left-hand kink on the back straight (Ascari) when, it was said, an oil pipe burst, covering the left-hand rear wheel with oil and sending the car spinning down the road at near maximum velocity. The car went from one side of the road to the other, eventually coming to rest with a very battered rear body section. It was a very white-faced Widz who brought the car slowly back to the pits to retire. The Giorgi Lola had already retired when a bolt came out of the gearbox and it lost all its oil. David Prophet, who had taken over the Bradley 910 from Rollinson, was having a pretty difficult time, for the car was sticking in fourth gear, which lost them some more time in the pits.

Meanwhile, out in the lead, the two Porsches continued their relentless progress, and with 50 laps completed Stommelen and Lins had increased their lead to over two laps, going just as fast as ever. Peter Sadler was now in the GT40 in fifth place, while on the same lap John Bridges in the Chevron-FVA was holding a tight rein on sixth place. Behind him came the Beurllys

GT40, pursued by the eternal battle of the 910 Porsches, which was now led by Kauhsen.

At half distance the order was Stommelen/Herrmann, Lins/Elford, Depailler/Larrousse, Grandsire/Guichet, Sadler/Green, Bridges/Lepp, Gregory/Bonnier, Kauhsen/von Wendt, Beurllys/de Fierlandt, Wicky/de Mortemart, Dechent/Schutz, König/Lanfranchi, Kelleners/Neuhaus, Chasseuil/Ballot-Lena, Leinenweber/Meier and then Nusbaumer/Therier.

After 70 laps Stommelen had increased his lead over his team-mate to over a minute, although Elford had set fastest lap at this point with a time of 2 m 46.2 s and had a couple of spins to show he could go no faster. With 12 retirements there were now only 20 cars still running.

On and on went the Porsche machine, but when Herrmann took over from Stommelen, and Elford from Lins, the gap between the two cars narrowed to 37 secs after 700 kms. The Alpines, which were having braking troubles, were now over three laps behind and being caught fast by the Sadler/Green GT40. The von Wendt/Kauhsen car had moved up to sixth place six laps behind the leader, but the Bonnier/Gregory car was still dangerously close. The Chevron-FVA came in for a scheduled stop and, with the car lying a splendid sixth overall, Brian Redman took over in place of Lepp. But cruel luck struck: the breather came off the gearbox, letting out all the oil and cooking the gears. The Red Rose mechanics changed the gearbox in under two hours, but by this time the car was right out of the running. The Nomad, which was also going well, lost valuable time and five places when a water hose split.

Stommelen took over the leading Porsche for his final stint with a very comfortable lead, which he increased to nearly 2 mins as 100 laps came up. Lins was driving well within his limits but was not as fast as Elford, and the second-place car fell back, although it was a full four laps ahead of the nearest Alpine. The French 3-litre cars were in serious brake troubles again, and the Depailler/Larrousse car lost time with a pit stop to change the brake pads, which let the Guichet/Grandsire Alpine up to third place. Then this car too had brake trouble, missing three chicanes and incurring a total penalty of 60 secs, which meant that the Sadler/Green GT40 was now third overall.

The leading Porsches cruised home to victory as they pleased, now only 30 seconds apart, Stommelen getting a terrific ovation from the enthusiastic crowd. The privately-entered GT40 of Peter Sadler/Willie Green

raced to the finish, the crew not realising the extent of the Alpine's handicap and thinking they had missed third place by 1.2 secs. Imagine their pleasure at finding themselves right behind the Porsches, albeit six laps down!

The sensation of the entire race took place in the final couple of laps when Masten Gregory in the Richard Bröström 910 caught Willie Kauhsen in the von Wendt 910, which was leading the 2-litre category and lying sixth overall. Kauhsen tried desperately to baulk the American by weaving, forcing him to brake on the exit of the chicanes, but on the last lap the German driver made a mistake on the tight right-hander before the signalling enclosure and the bespectacled American was right alongside him as they went into the chicane before the banking. The two cars arrived simultaneously, with Kauhsen stupidly trying to cut across the front of Gregory's car. Amid a storm of flying straw Kauhsen spun wildly in the road, while Gregory went on to win the 2-litre prototype class. This final last-lap effort also took him past the Depailler/Larrousse Alpine into fifth place overall, much to the Frenchmen's annoyance.

Beurllys and de Fierlandt came home eighth in their GT40, while Dechent and Schutz, despite all their problems, took ninth place overall in the 2.2-litre Porsche. The GT category went to the Kelleners/Neuhaus Porsche 911T who finished three clear laps ahead of their nearest challenger.

1000 Kms de Paris Montlhéry, France, October 13 G3, G4, G6, 1000 kms

- 1, Hans Herrmann/Rolf Stommelen (3.0 Porsche 908), 6 h 12 m 20.1 s, 161.320 kph, 128 laps*;
- 2, Vic Elford/Rudi Lins (3.0 Porsche 908), 122*;
- 3, Peter Sadler/Willie Green (4.7 Ford GT40), 6 h 12 m 50 s;
- 4, Jean Guichet/Henri Grandsire (3.0 Alpine-Renault), 122;
- 5, Jo Bonnier/Masten Gregory (2.0 Porsche 910), 121*;
- 6, Patrick Depailler/Gerard Larrousse (3.0 Alpine-Renault), 121;
- 7, Karl von Wendt/Willy Kauhsen (2.0 Porsche 910), 121*;
- 8, "Beurllys"/Baron Hughes de Fierlandt (4.7 Ford GT40), 120;
- 9, Hans-Dieter Dechent/Udo Schutz (2.2 Porsche 907), 119;
- 10, André Wicky/de Mortemart (2.0 Porsche 910), 117;
- 11, Helmut Kelleners/Jürgen Neuhaus (2.0 Porsche 911T), 111*;
- 12, René Buchet/Harbert Linge (3.0 Porsche 908), 109;
- 13, Guy Chasseuil/Claude Ballot-Lena (2.0 Porsche 911S), 108;
- 14, Mark König/Tony Lanfranchi (1.6 Nomad-BRM), 106.

* Class winners.



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RALLY RECORD

"The Lataban Pass . . . is the roughest road I have ever driven along . . . if the entire entry were shipped straight to Kabul, some of them would be wrecks after having driven over it."

John Davenport finishes his Marathon recce



MY London to Bombay reconnaissance is finished, and my immediate reaction is that I am not over-keen to repeat the trip. Perhaps with the zest that is lent by the presence of competition it will be bearable, and perhaps when the weather is a little less hot in November driving for long periods will be less wearing. As far as we found it, the sting was in the tail, the Delhi to Bombay section being the closest to purgatory that I am likely to get for a few years.

Last week I covered very briefly our passage through Europe and into Eastern Turkey and the town of Sivas. By this point the roads had already turned to dirt and, as we soon discovered, nearly all the section from there to Erzincan is surfaced the same way. This section is 178 miles long and is generally wide and fast, with a firm hard dirt surface very reminiscent of the very best forestry roads in this country.

It needs to be a good surface, as the time allowed is 2½ hours, which my trusty slide rule renders as 64.7 mph. With Gunnar Palm driving and my pen getting every bend down on paper, we averaged about 56 mph, so that I would not say it was impossible—just that a lot of people will lose time. In places the road is incredibly fast, and straights of three and four miles are not uncommon, but a multiplicity of crests and highly pessimistic bend signs will make the going a bit terrifying at night, and the advantage—as everywhere on this event—will belong to the car with the fastest cruising speed.

What with pace notes and checking short cuts, the morning had almost gone by the time that we finally reached Erzincan and started off for the Iranian border. This proved to be a long drag over a succession of low gradient cols which nevertheless were going up to over 7500 ft, at which altitude our Lotus Cortina would scarcely pull the skin off a rice pudding. After passing Eleskirt some 100 miles before the border, Mount Ararat peers down short-sightedly from under its clouds, while behind it can be seen the foothills of the Usk Urt plateau—so beloved of Capt W. E. Johns—which is now well within Russian territory.

On arrival at the customs post we found it undergoing modernisation, which meant a detour through a builder's yard—where a rear wheel picked up two nails to give us our first deflating experience. Gunnar changed it while I booked out of Turkey and into Iran, which was not the quickest of operations, and it is to be hoped that more staff are drafted in for the rally. From then on we had very good fast tarmac all the way to Tabriz, plus our first sight of camels, which we discovered are practically invisible at night for all their size. Tabriz was our night halt after 700 miles in one day, so we then took a bit of a holiday the next day and just drove the remaining 300 or so into Tehran. Going out of Tabriz the following morning we tried to follow the new road, which is almost finished, but were diverted off into the dust and rubble of the old road

by some implacable workmen.

In Tehran we visited the local friendly Ford dealer where, despite it being a Sunday—non-Christians seem to have a long working week—the car was serviced and small items such as a new bonnet catch fitted. The rest of the day was taken up with sorting out the routes in the city itself and locating the time control.

The following morning we set off on the 23-hour dash to Kabul which, I am ashamed to report, took us two days of driving. After consulting as many authorities as possible, including local truck drivers, we took the northern route through Sari and found the first 300 miles very good fast tarmac. The shorter desert route was only fit for tanks so we were glad of the contrast, though the traffic density between Tehran and Sari is undoubtedly higher than average, and the occasional sight of an inverted truck is a reminder that not all the most sophisticated driving techniques are known in this part of the world.

When the 300 miles were up we turned off onto a dirt road which, though not terribly rough, is sufficiently so to make the subsequent 300 miles to Mashad a vibration test for both car and driver. If a 10-mile stretch of this road were included in the RAC Rally, it would be voted smoothest of them all, but multiply by 30 and it will shake anything off a car that is not bolted on with care. A hazard that we found here was where the road crossed the plain before Mashad and had been graded in such a way that the majority of the road was much wider than the culverts that transported storm water underneath it. Since it is smoother near the edge where no truck has trod, you tend to drive there, so that progression up the road is by a series of swerves to miss the kerbs on the culvert edge. Any misjudgment is liable to tear the front wheel off, and we saw at least two private cars who had hit these kerbs.

Perhaps the worst thing about this stretch was the sand which was raised into a constant fog by the wind, but again I hope that in late November this may be damped down a bit. With only 600 miles gone, plus another puncture, we made Mashad our night halt. Despite stories that foreigners are not welcome there as it is a holy city, we stayed in a very friendly hotel where after dinner a tale-swapping story started with some Americans who were going overland to Katmandu in a Chevrolet Minibus.

The following day was not our most successful, though an early start saw us turning off the tarmac road for a 120-mile hike over the worst of the desert roads to the Afghan border. We got there and checked out of Iran, glad to have had no more trouble than a punctured can of Castrol GTX, which had done a marvellous job of lubricating everything in the boot. The Afghan border is not very prepossessing as it comprises three buildings: a hotel, the customs house and the police post. None of these are labelled and we called first at the hotel with our passports clutched in hand. The hotel will certainly

never provide competition for the Hilton chain, and I feel that a traveller would only stay there if he were so close to death that he could not crawl the 70 miles into Herat.

Re-directed to the passport office, we discovered that this was the only border in the world where the customs formalities are dealt with first. Half-an-hour spent in the company of a pleasant little man who plied me with endless cups of black, sweet tea was rewarded with the right stamps on the carnet and we went back to passport section. No problem here: except that my visa was one day out of date and we were told to go back to Mashad—first reversing at least one hour's worth of customs procedure—where we could wait until morning when the Afghan embassy there would open and give me a new visa.

My thoughts on his suggestion were unprintable, but this occurrence is no joke and many people do get sent back, so don't assume that you can do what I did next. This was to start by pleading that the car was broken, to which the answer was that I could get a lift with a truck—four days in transit for sure. Having failed with syrup, a more aggressive approach was used, based upon the fact that I had asked for a visa valid for three months and "it's not my fault I can't read Arabic to tell that it's only for one month." Out came all my press cards, copies of AUTOSPORT and impressive looking final demands, which got me an interview with the big boss; he, after two hours of slow discussion and literally dozens of cups of tea, hit the offending visa with every stamp he had, so that no one could see for how long it was valid. I was duly grateful and celebrated, as soon as we were away from the border, by swearing never to drink tea again.

After wasting all those hours we drove really quickly on the highway through Afghanistan which is so good—it was a joint American and Russian effort—that



Davenport discusses the Marathon with Terry Hunter, who will co-drive the Porsche.

average speeds are easily maintained round the 100 mph mark. One problem with Afghanistan is that it is very difficult to change money, especially travellers' cheques, and anyone who does not leave England on this event with enough Afghan money to go from the border to Kabul might just as well stay at home.

Going to Kabul it took us eight hours to do 700 miles, an average of 87.5 mph, so there it is definitely possible to make up time here that has been lost at the border and by taking it easy in the desert. In actual driving time we were three hours early, which meant that our overall average was 72 mph for the 1490 miles; the set average is 63.3 mph. But before you all get too optimistic, these figures are based on driving times, which means that our clock was only moving while the car was!

Kabul as a night stop saw us leaving the hotel at about 9 am for an interview with the Tourist Board on behalf of the Marathon organisers, and also to get the word on how to find our way out of town. We thus headed onto the Lataban Pass, which is the old road from Kabul to Sarobi, at about 10 am. Once onto the pass proper, I began to feel that someone had made a dreadful mistake with the name and that it should have been Litterbin, as it is the most terrible collection of old rocks, scrawny sheep and illiterate goatherds that I have ever seen. It is also the roughest road that I have ever driven along, and it is no exaggeration to say that even if the entire entry were shipped straight to Kabul, some of them would be wrecks after having driven over it. This is no fault of the Marathon route plotters, as it would appear from our friends in the Tourist Board that exceptionally heavy rains have fallen since they chose it and this has resulted in a very high proportion of the mountain being deposited on what used to be the road. To give you some idea of its rugged nature, it is 46 miles long and the time allowed is one hour. We took close to two hours making notes, and even then gave the *coup de grâce* to the Cortina suspension. Anyone

who loses less than half an hour here is not aiming to finish the rally.

After this, the Khyber Pass is rather an anti-climax as it is just a very old, tired tarmac road, and that description could well apply to the rest of the road to Bombay. Add a significant population increase and an elephant mentality for all the truck and bus drivers, and you may see why I predict that the last 36 hours of the event may be the most tiring for cars and drivers. Our last halt was at Rawalpindi, capital of Pakistan, and then we drove non-stop to Bombay, pausing for just a few short hours in Delhi to try and find the damn control, which is located at a secret hotel known only to the non-English speaking inhabitants. Bombay was not my idea of paradise, as prohibition is rife and as yet no Al Capone has risen to free it, so I was very glad to hop a lift home with BOAC just ten days after leaving London.

What now, my love?

WITH the announcement that Sir Donald has retired to his estate to search for racing cars, the most interesting speculation concerns the BMC rally drivers and what will their next moves be. For Paddy Hopkirk the problem is immediately resolved as his two-year contract does not expire until the end of 1969 and he will stay on at Abingdon and, as well as driving racing cars, his interests in rallycross and international rallies will not be allowed to die. Already he is down to do the TAP rally in a few weeks' time with a Cooper S.

For the others, it looks as if a long and profitable association may be coming to an end. Rauno Aaltonen has already found a spot at Lancia, for whom he will be driving in Corsica and on the RAC Rally, with a very strong possibility that he may sign for them next year. His co-driver will remain Henry Liddon and what may be their last event for BMC is the London to Sydney where they share an 1800 with Clive Baker. Timo Makinen, on the other hand, will not be driving in the London-Sydney and has not made any definite arrangements for the

remainder of this season. During the summer, his interests have been largely centred on his power boats with which he has been very successful. In Finland, shortly after it was learned that BMC were finishing rallies, an article appeared suggesting that Timo was to drive for Porsche but this has not yet been confirmed. The last member of the team is Tony Fall who until now has been an exclusively BMC driver but I hear that he will be driving a Lancia Fulvia on the TAP, so it may be that Lancia will have a seven-man team next year!

Incidentally, with Makinen not doing the London-Sydney, that would have left Aaltonen as the only Finnish driver entered, but there will again be two as Simo Lampinen is driving a Ford Germany Taunus 20M with Gilbert Staepelaere.

Clash of interests

IT has just dawned on certain sections of the rally world that the RAC Rally is losing entries because the London-Sydney starts three days afterwards. To say that this has been obvious for a long time would be an understatement for if a works team enters the RAC then in the three days between the events they had to recuperate and disperse their service crews as well as making sure that the drivers are sufficiently rested. Under present policy, the RAC wouldn't have had BMC anyway and, with Ford heavily committed on the L-S, they clearly could not do the RAC with their full team. The same argument applies to Rootes, where incidentally, Colin Malkin is the latest casualty on the RAC entry list as he is now going as third driver in the Andrew Cowan/Brian Coyle Hillman Hunter on the L-S.

If this situation is to be deplored where everybody is rushing off to follow the new gimmicky competition and ignoring the old true and trusted rally, then the fault is partly that of the RAC, who after all are the ones responsible for giving the dates to both these events, and then the *Sun*, who would appear to have been outmanoeuvred publicity-wise by the *Daily Express*.

correspondence

Racing car development

OF all the reasons why vast sums of money and vast amounts of men's energies are invested in motor racing, perhaps the most justifiable is any benefit that the motor industry may receive. However, I would suggest that we are now wasting our resources trying to improve systems that are already out of date.

Imagine that you are asked to design a method of propulsion based on the expansion of a burning crude oil derivative; imagine also that the reciprocating steam piston engine has never been invented so that you have no preconceived ideas. Any form of reciprocating engine would be dismissed as unsound engineering. The obvious solution would be to use a wholly rotary system, eg gas turbine or Wankel. Using this rotary power unit the drive could be transmitted to the four wheels hydraulically (using a pump, pipelines and impulse turbines) or electrically (using a generator, cables and induction motors), thus eliminating unreliable gearboxes, differentials, clutches, universal and constant velocity systems.

The governing bodies of motor sport have now been juggling with the rules for some time in order to come up with something new. The Formula 1 engine capacity limit was raised from 1.5 litres to 3 litres as an improvement, but how ironic that Group 6 has been limited to 3 litres because the cars were too fast to be safe. Attempts have been made in America to limit construction of turbine and 4wd cars, possibly for similar reasons. Constructors, having advanced independent suspension design as far as it will go, are now it seems to me going forwards by going backwards to beam axle systems.

Could it be that the production car manufacturers' declared policy of self perpetuation through planned obsolescence is responsible for the dilemma? The manufacturers are the financiers of new developments in the sport and are in a position therefore to dictate the rate of progress.

It would appear, therefore, that as they are now tooled up to produce reciprocating piston engines when rotary units would be more sensible, and to produce steel chassis and bodies when plastics would be more sensible, that they are in their own interests putting a brake on progress.

If the big financiers of motor sport were to invest their money in racing cars that were truly revolutionary, progressive prototypes, as opposed to sophisticated variations of conventional designs, then the benefit that would result really would be in the interests of true progress.

Let us go back to the drawing board; produce some really original ideas and the reciprocating piston engine and associated machinery will become as old-fashioned as the horse and cart.

MICHAEL SPROSTON.

BIRMINGHAM 29.

F1 Cooper-Porsche?

WITH the Alfa Romeo engine still not fit to be raced, why don't Cooper drop a Porsche 3-litre engine into a Formula 1 car? I would have thought that this would give them enough power to be fighting for the lead next year in the championship. It's time they had a say in the F1 scene. A Cooper-Porsche might begin to bring Porsche back too. Any hopes?

MAIDSTONE, KENT.

OLIVER WELLS.

(Power output of the 3-litre Porsche in Le Mans trim is around 330 bhp, very much less than all current F1 engines, including what is expected of the V8 Alfa Romeo unit.—Ed.)

The editor is not bound to agree with opinions expressed by readers.

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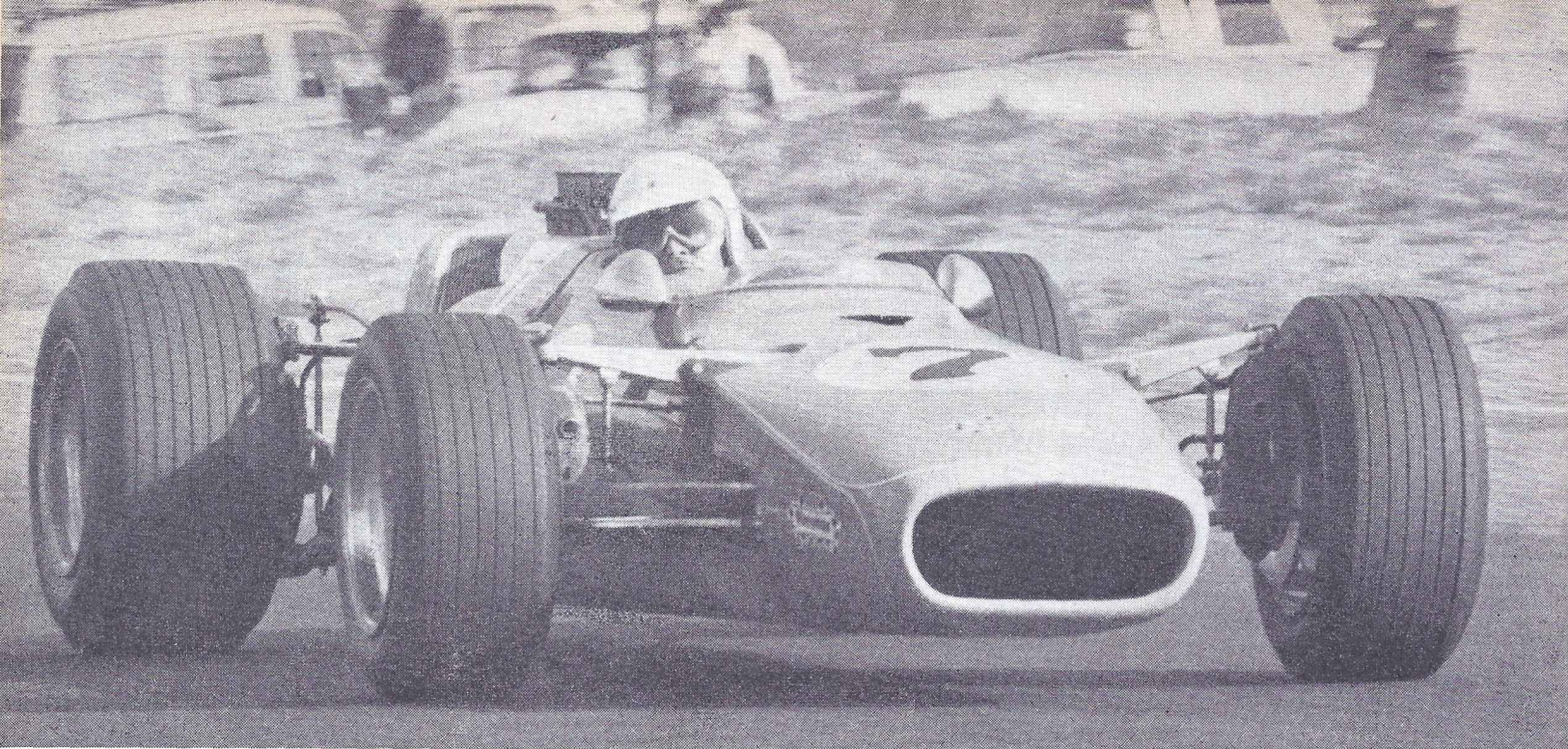
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Winner Dave Charlton takes his brand-new Lola-Chevy T140 to victory in the Rand Spring Trophy, finishing only 0.8 sec ahead of Basil van Rooyen's Brabham-Repco after 102 miles.

Lola T140 wins at Kyalami

Dave Charlton wins Rand Spring Trophy first time out in Scuderia Scribante Lola-Chevrolet T140 — Basil van Rooyen (Brabham-Repco) second—John Love (Lotus 49) retires

By ROGER HOUGHTON

Photography by LEN KONINGS

DAVE CHARLTON gave Scuderia Scribante's new 5-litre Formula A Lola-Chevrolet T140 a wonderful introduction to racing in South Africa when he won the 102-mile Rand Spring Trophy Race at Kyalami, near Johannesburg, on October 5. This was the final event of the season counting towards the South African Drivers' Championship, which had already been clinched—for the fifth successive year—by Rhodesian John Love. Love's Lotus 49 was one of the retirements in the Rand Spring race.

Charlton had a close call, as Basil van Rooyen's scarlet Brabham-Repco BT24 740 was only 0.8 sec behind at the finish. Charlton, who averaged over 105 mph in brilliant sunshine, also had to contend with badly blistered feet in the closing stages of the race, but his win was certainly well-deserved. He drove a well-judged race, taking it easy in the early stages as he got used to handling the big orange car, and later using its enormous power to advantage.

ENTRY

THE entry for the Rand Spring Trophy was the best-ever for a non-World Championship South African event. Team Gunston (sponsored by a Rhodesian tobacco firm) had expanded to three cars, with Peter de Klerk joining John Love and Sam Tingle as drivers. Love had his usual ex-works Lotus-Ford 49 V8, which now sported the coat of arms of Love's home town, Bulawayo. Tingle had the ex-Rindt Brabham-Repco BT24 740, while De Klerk, making a comeback to single-seater racing, was given Love's older 620-engined Brabham-Repco BT20. All three team cars were smartly turned out in Gunston's orange and bronze livery.

Basil van Rooyen had the ex-Brabham Brabham-Repco BT24 740 and Jackie Pretorius was again at the wheel of Doug Serrurier's Walls Ice Cream Formula A Lola T70/T140, fitted with a 4.7 Ford V8 engine. The Port Elizabeth-based Scuderia Scribante had two cars—the new Lola-Chevrolet T140 for Dave Charlton, and the older turquoise Brabham-Repco BT20 620 for his younger brother, Arnold. Bobby Olthoff's 4.7 Formula A McLaren-Ford completed the big car entry.

The rest of the 14-car field was made up

of Formula 2 cars, with Rhodesian Peter Parnell's Brabham the only one with a pukka F2 unit—a Cosworth FVA engine with new camshafts for more torque. The rest of the engines were twin-cam Lotus Cortina or Alfa Romeo units.

PRACTICE

BOTH Love and Van Rooyen experimented with aerofoils, but decided against using them. Love was again fastest in practice, with a best lap of 1 m 25.2 s (107.8 mph) for the tight 2.55-mile circuit. However this was well outside the lap record, which still stands to the credit of the late Jim Clark at 1 m 23.7 s. Dave Charlton gave a hint of things to come by putting the Lola-Chev alongside Love on the front row, with a best lap of 1 m 25.4 s. Basil van Rooyen completed the front row, a further 4.8 sec slower. Jackie Pretorius, forced to use a four-speed gearbox instead of his usual five-speeder, was next best at 1 m 26.4 s.

John McNicol scratched his Lotus-Ford 22 t/c due to piston ring failure, and another to drop out was Arnold Charlton, who stopped on the circuit with ignition trouble; these recurred on the warming-up lap and he non-started.

Grid positions:

John Love 3.0 Lotus 1 m 25.2 s	Dave Charlton 5.0 Lola 1 m 25.4 s	Basil van Rooyen 3.0 Brabham 1 m 25.6 s
Jackie Pretorius 4.7 Lola 1 m 26.4 s	Sam Tingle 3.0 Brabham 1 m 27.2 s	
Peter de Klerk 3.0 Brabham 1 m 28 s	Bob Olthoff 4.7 McLaren 1 m 28.1 s	Peter Parnell 1.6 Brabham 1 m 34 s
Brian McKenzie 1.6 Lotus 1 m 37 s	John Rowe 1.6 LDS 1 m 42.2 s	
Leo van Popering 1.6 LDS 1 m 42.7 s	Fred Labuschagne 1.6 Alfa Spl 1 m 43.4 s	

RACE

JACKIE PRETORIUS made a fantastic start from the second row, but was beaten into the first bend, Crowthorne, by Love. By the end of the first lap van Rooyen had also got past Pretorius, and he and Love began to pull away from the rest of the field. Charlton, who was seventh at the end of the first lap, had moved up to third place by the fifth lap, but the crowd of about 20,000 were already settling back, resigned to watching Love score his customary win.

But drama struck on the 11th lap when Love suddenly slowed and trickled round to the pits to retire with a broken ball joint in the nearside front suspension. On the same lap Charlton got his Lola past van Rooyen's red Brabham to take a lead which he held to the end of the race.

Jackie Pretorius held a lonely third place behind Charlton and his "shadow," van Rooyen, while there was a tremendous tussle for fourth place between Olthoff, De Klerk and Tingle. Olthoff's big McLaren was suffering from chronic oversteer, which made things tricky for the former national sports and saloon car champion. De Klerk was doing well to stay ahead of Tingle's newer car, but just before half distance his team-mate got by when De Klerk missed a gear going up Leekop hill. The order at the halfway mark (20 laps) was Charlton, van Rooyen, Pretorius, Olthoff, Tingle and De Klerk, with Parnell and McKenzie already more than a lap in arrears.

Van Rooyen continued to press Charlton, at times closing the gap to less than 1 sec. But then came a rapid pitstop by Pretorius,

who had been motoring very steadily up to that stage. He was sent out again, but after only two more laps on lap 33 he pitted and retired with loss of oil pressure, due to a leaking pipe.

Tingle, who had been battling with twitchy handling, jerky throttle response and no clutch, had managed to pull his Brabham to within 1 sec of Olthoff when he spun off on the subway, and this allowed De Klerk to slip past again. Olthoff was able to hold on to his third place without much difficulty, while De Klerk was the only other driver on the same lap as the leaders.

Basil van Rooyen made a valiant bid to get past Charlton on the last lap, but the big-engined car's superior power proved a trump card in the sprint for the finish line—although only by 0.8 sec. Peter Parnell, who had already clinched the South African Gold Star F2 championship, led the smaller-engined brigade home as usual.

Rand Spring Trophy Race, Kyalami, October 5 40 laps, 102 miles

- 1, Dave Charlton (5.0 Lola-Chevrolet T140), 58 m 11.1 s, 105.182 mph.
- 2, Basil van Rooyen (3.0 Brabham-Repco BT24 740), 58 m 11.9 s, 105.158 mph.
- 3, Bob Olthoff (4.7 McLaren-Ford), 59 m 21 s, 103.117 mph.
- 4, Peter De Klerk (3.0 Brabham-Repco), 59 m 40.8 s, 102.547 mph.
- 5, Sam Tingle (3.0 Brabham-Repco BT20 620), 39 laps, 102.134 mph.
- 6, Peter Parnell (1.6 Brabham-FVA), 36 laps, 94.655 mph.
- 7, Brian McKenzie (1.6 Lotus-Ford), 36 laps, 93.054 mph; 8, Fred Labuschagne (1.6 Alfa Special), 34 laps, 88.85 mph.

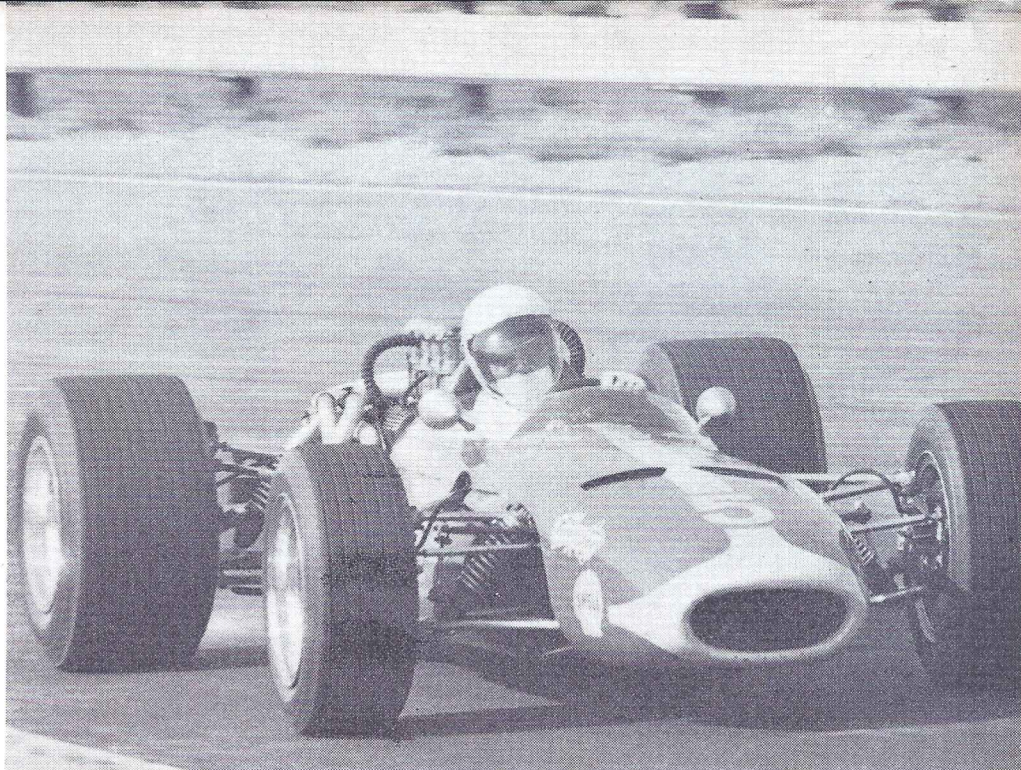
Retirements: John Rowe (1.6 LDS-Brabham-Ford t/c), broken drive shaft on start line; Leo van Poppinger (1.6 LDS Alfa), rear axle pinion, lap 3; John Love (3.0 Lotus-Ford 49), suspension ball joint, lap 11; Jackie Pretorius (4.7 Lola-Ford T70/T140), broken oil pipe, oil pressure, lap 33.

SUPPORTING RACES

HIGHLIGHT of the six supporting events was the 12-lap Group 5 saloon race, as this was the national championship decider. The title lay between Ronnie van Rooyen (Mini-Cooper S) and "Scamp" Porter (Renault R8). Van Rooyen has driven in the 1000 cc class all season, while Porter has usually been seen at the wheel of a 1300 cc Renault. However, on this occasion Porter fitted a 1000 cc unit, so it was a straight fight between him and van Rooyen, with the class-winner taking the title.

Peter Gough (FVA-engined Escort) and Basil van Rooyen (Alfa Romeo GTA) were once again top contenders for outright victory, but both were out of running for the

John Love (Lotus 49) and Basil van Rooyen (Brabham-Repco BT24) seize a slight advantage from Jackie Pretorius' Lola-Chevrolet T70/140, up from the second row, and the similar T140 of Dave Charlton at the start.



Bob Olthoff finished third despite chronic oversteer with his Formula A McLaren-Ford.

title, which is decided on class placings.

Gough and Basil van Rooyen gave their usual pulsating display of driving on the door handles, with Gough taking the lead after the first lap and going on to win by 13.5 secs. Peter Parnell, in an ex-works Lotus Cortina, took third spot after a hairy drive. Garth McGillewie gave his best-ever display at Kyalami in his white Arden crossflow fuel injected Mini-Cooper S to pip the potent Renault R8 of Geoff Mortimer almost on the line for fourth position.

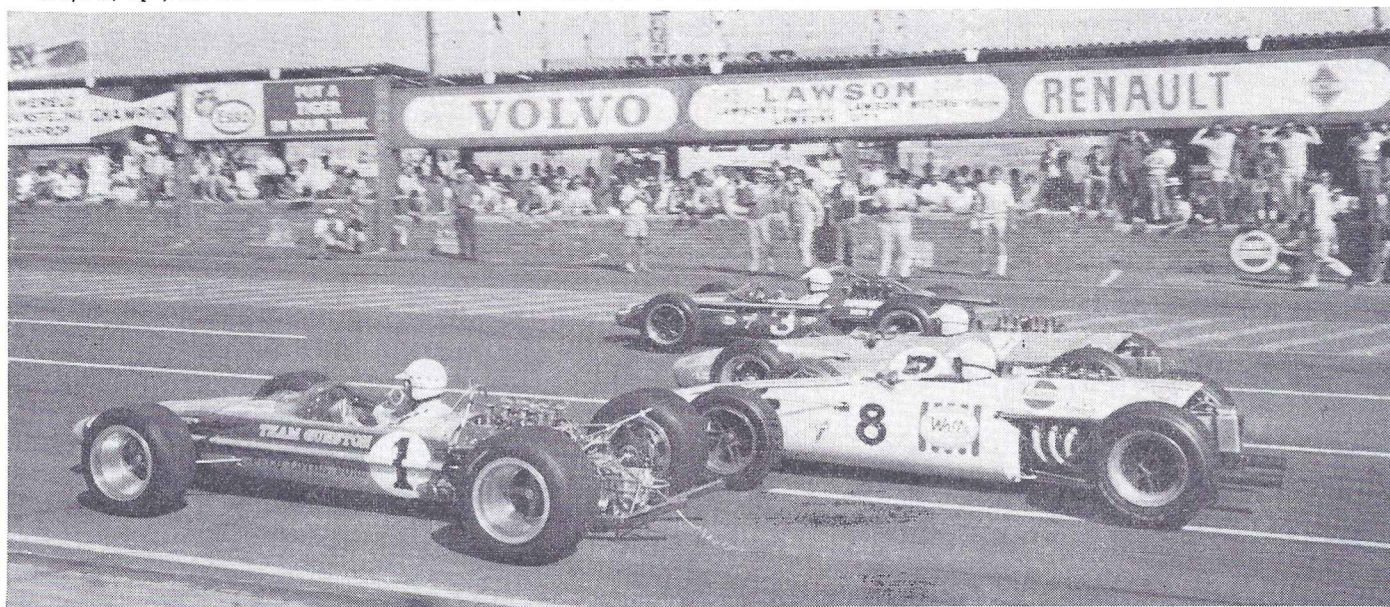
"Scamp" Porter, aided by some daring "towing" by his brother, Phil, in a 1300 cc R8, scored a comfortable (15.1 secs) class win over gallant Ronnie van Rooyen's Cooper to clinch the South African saloon car drivers' title for 1968.

Garth McGillewie (2.0 Elfin-Climax T300) gave his customary display of neat driving to lead the 12-lap sports car race from start to finish. Clive van Buuren (Porsche Carrera 6) was second, while Jack Holme (1.0 Ecosse-Cosworth SCA), who had already clinched the national sports car drivers' title, scored yet another class win, and was fourth

overall. Holme had been a creditable second fastest in practice behind McGillewie.

Pat Farrell, in a Capital Vee, won the 1200 cc class in the 10-lap Formula Vee race and so clinched both the South African and Transvaal Formula Vee championships for 1968. He was given a stiff fight by Mike Formato (Formato Vee), but crossed the finish line 1.2 secs ahead of his rival. Meyer Botha, a South African Airways pilot, won the 1300 cc class in a Marlen Vee at an average of 81.46 mph; his team-mate, Jan van Wyk, was only 3.8 secs behind.

John Conchie (Fiat 1500) suffered his first defeat of the season in his class in the Onyx production car (Group 2) race. Conchie had already secured the championship, but he was given a real surprise by the spiritedly-driven Mini-Cooper S of "Giv" Giovanini, which crossed the line 0.3 sec ahead of the red Fiat. The overall race winner was Spencer Schultze (Renault Gordini), with Peter Markham (Alfa Romeo Sprint GT) in second place. Third was Pat Sonnenschein (Ford Zodiac Mk 4), the only regular woman racing driver in South Africa.





Bolster with the Peugeot 504 in the Montlhéry paddock.

NEW CAR TEST DAYS

John Bolster tries the latest French cars at Montlhéry and new English models at Silverstone

Montlhéry

THE traditional test day of French cars always takes place on the first Friday of the show. It was known that all the motoring writers were avid to test the new Peugeot, and so I set off early for Montlhéry to avoid wasting hours in the queue. Having got my name down on the list, I decided that I had time to test one other car first and snapped up a Matra.

The Matra has its gear gate the "wrong" way round laterally but the change is pleasant. The steering wheel is oval and the seats are very comfortable but might give more sideways location with advantage. The interior of the car is attractively trimmed and there is adjustable face-level ventilation. As the Taunus V4 engine is ahead of the rear suspension, it sounds very close to the occupants which, of course, it is.

On the bumpy corners of the Autodrome, the car rolls and has a peculiar pitching motion when pressed to the point of break-away, but it is well balanced and has quite high cornering power. The engine runs out of puff well below 6000 rpm and the acceleration is not very vivid, but it is just about possible to squeeze 100 mph out of the Matra. One feels that the engine has been chosen for its short overall length rather than for any other virtue, and a bit more power would be more than welcome.

After a short wait, I found myself in the driving seat of the Peugeot 504. Let me say, straight away, that this excellent car surpassed all my expectations and it is difficult indeed to think of any criticisms. The fuel injection engine gives a great deal of power but is very smooth, and the acceleration through the gears is most impressive, assisted by reasonably high intermediate ratios. The steering column gearlever works beautifully.

This is a big car with a wide body, but it fairly rushes along and I had an indicated 112 mph coming off the banking, which I held through the *goulet* and the ensuing

curve. At *Les Biscornes*, a corner that goes on and on, tightening up all the way, there was a momentary shower of rain to my intense joy. Flinging the Peugeot through it *en dérapage contrôlée* was a sensual pleasure that I shall not forget, but it is the soft ride, allied with high cornering power, that justifies the extra complication of independent rear suspension.

The car is exceptionally quiet at speed, but the engine has a subdued snarl when revving on the lower gears. Obviously, the fuel injection really works, and the power unit is as flexible as it is potent. France has been expecting much of this car, but I think that even the locals were somewhat astonished at its all-round excellence. In a radio interview, I was asked whether I thought that it would be chosen "Car of the Year." "Possibly," I replied, "but don't forget that I have also driven the new Jaguar." Let us leave this interesting subject there.

I then tackled the "S" version of the popular Simca 1501. Driving it immediately after the Peugeot, it was at once easy to see the limitations of a rigid rear axle—even a well located one like this. The Simca understeers, but it holds the road very well. However, this has been bought at the expense of a choppy ride over the bumps of Montlhéry, which are admittedly worse than anything one normally meets in England. The gearlever is short and gives quick changes, but the intermediate ratios, especially second, are somewhat low. The car is lively, and I would guess the honest maximum speed as close on 105 mph, while the engine is smooth and revs freely until valve bounce limits one's follies.

Another Simca had no limit on its revving capabilities, and I must admit, to my shame, that I accidentally touched 8000 rpm on one occasion. This was the 1200S coupé, a car with a rear engine and front radiator. Everything about this car is sporting, from its hard ride to its ultra-quick steering, and the very attractive body is efficient aerodynamically. The little machine

fairly flies through corners and is immense fun to drive. It makes all the right noises, but the sound level is less than one would expect of such a car. The speedometer claimed 107 mph and I would judge the honest maximum as only a little less.

At Citroën, they mind their own business, but it is rumoured that more power has been found for the biggest version of their engine, a new camshaft being mainly responsible. I therefore took over a DS21 Pallas, but was at first rather daunted by the roughness of the engine when accelerating. Perhaps some of the old magic is wearing a bit thin, but the power steering cannot be faulted and the ride round the steep banking was excellent. The acceleration is good, but I had hoped for rather more than the indicated 108 mph which I achieved, though the big "four" pulls its high gear without effort.

There was no excuse for me to try the Renault 16 TS, because I tested one not long ago. Yet I could not resist sampling, once again, the almost unbelievable cornering power of this car; it is not the speed at which it goes into corners, but the amazing velocity at which it catapults out of them. It revs easily, is smooth, and the indicated 106 mph that I saw was probably not too wildly optimistic. I enjoyed myself so much that I expected to be black-flagged, but the officials were probably feeling mellow after the lunch which we all shared in a large marquee.

After testing these 100 mph cars, I felt that the smaller vehicles would be an anticlimax. I stood in a queue for an Alpine, but failed to get a drive, so perhaps I shall try for this one earlier next time. This was a well-organised event on an ideal test circuit.

Silverstone

THE annual test day of the Guild of Motoring Writers took place on October 13; for once, the weather was excellent. Following my usual practice, I arrived early and drove the first car onto the Silverstone Grand Prix Circuit, just as it was opened.

I chose the 4.2-litre XJ6 Jaguar for my inaugural drive. Regular readers know that I have already handled this machine, but of all the new cars it is the most outstanding and I wanted to press it to the limit on a closed circuit. Compared with my first test car, this one had a smoother automatic gearbox. It really handled beautifully, being perfectly balanced and very fast through the corners. It was possible to get the tail out a little by suddenly lifting off for a moment in front-drive style. Extremely quiet with literally no road noise inside the body, this Jaguar is a very refined car as well as a remarkably fast one.

It was difficult to find any cars which I had not already tried. The Bond Equipe GT, however, has now been endowed with the new Triumph rear suspension, and so it was worth testing. The springing is hard and a bit choppy over bumps, but the car handles quite well and very predictably. At high speeds, the windows flapped a little and the bonnet moved up and down, but this was only noticeable when the car was flat out. On sharp corners, the tail came round nicely under power, and overdrive third could be used on the straights with direct third for the curves. The gearchange was pleasant, with a rather wide neutral movement.

I adore really dignified, luxurious limousines and so I fell for the Daimler in a big way. In spite of its great length, and the traditional upright driving position for the chauffeur, it went phenomenally well and was a delight to drive. It gives a most comfortable ride to all its seven occupants and only rolls moderately when driven quite hard. I feel that the chauffeur will



The new Reliant GTE sports estate car keels over slightly under cornering.



The performance of the XJ6 Jaguar being used to the full around Silverstone's Woodcote corner.



The new Sunbeam Rapier H120, which features engine tuning by Holbay, being put through its paces.

often recline in sinful luxury on the rear cushions while his master takes his place at the wheel.

As the greatest possible contrast, I next drove a very hot Nerus Cortina with fuel injection. This competition car had lots of go—faster insignia and an extremely noisy exhaust. At first it proved temperamental, carrying on alarmingly with misfiring and explosions in the exhaust, but it soon cleared itself up with hard driving and the performance was quite exciting. The tail tended to wave about a bit and the handling was slightly spongy, but the machine could be driven hard very effectively and coped well with fast corners.

tively and coped well with fast corners.

Since I last drove the Rolls-Royce Silver Shadow it has been endowed with quicker steering and more roll-resistance in the rear suspension. Of course, subtle changes are made to Royces all the time, and most of them go unrecorded. The Shadow is one of my pet cars, and this one was a pleasure to handle. The steering is still just as light and the car corners with absolute precision, calling for no correction half-way round. This is not a particularly fast car for its engine size, but its exceptional roadholding and uncanny silence make it the most effortless magic carpet that has yet

been constructed by man.

Having driven the smaller V8 Rover a good deal lately, I took the opportunity to renew my acquaintance with the older, but more luxurious 3.5. The interior trim and upholstery are beautifully carried out and the doors shut with a satisfying "clunk." Forgetting the luxurious appointments, I pressed the big car hard on the circuit, and found that it cornered particularly well and had an almost inaudible engine.

Two versions of the MGC next attracted my attention. Bill Nicholson's Stage 2 GT had a modified cylinder head giving a higher compression ratio, bigger carburettors, and special rear springs, among other things. The engine was a bit rough in initial acceleration, but the extra power was there and the car seemed less nose-heavy than is usually the case with this model. Daniel Richmond's open 2-seater MGC had its tyres inflated to 40 lbs per sq in, which suited Silverstone. It had a vivid performance but was unexpectedly smooth, with all the low-speed torque that one expects from Downton Engineering. I have arranged to carry out a longer test of this interesting car.

The new Reliant Scimitar GTE handled even better than its predecessors, with very light steering and high cornering power. It was a delight to drive really hard and is a sports car with real rear seating and luggage space. The engine has massive torque, though it runs out of revs at 5500 rpm, and the gearbox has well-chosen ratios but does not take kindly to rapid gearchanging. This delightful car was the biggest surprise of the day.

Also V6 powered, the Savage appeared for the first time with an overdrive. This was a definite improvement and one used top and overdrive top exclusively on the circuit. The suspension lacks that taut feeling, yet the car can be flung through corners in a controlled slide with considerable satisfaction.

Several people advised me to try the new Sunbeam Rapier H120, which has been made to handle particularly well. I found the roadholding remarkably effective and the big 4-cylinder engine was very smooth. Wider wheel rims and Dunlop SP68 tyres have much to do with this impressive behaviour, which makes this Holbay-tuned Rapier into a real sports car.

I have already tried the Triumph Vitesse Mk 2 in France and its good behaviour was confirmed at Silverstone. Its smooth 6-cylinder engine is capable of 100 mph performance and the roadholding has been transformed by the new rear suspension. It took up a nice attitude through the curves and felt thoroughly controllable.

The Jensen Interceptor is a marvellously effortless car for long journeys, with its 6276 cc Chrysler engine. Driven hard at Silverstone, it tended to hiccup due to the effect of centrifugal force on the float chambers, but it would scarcely be possible to produce this effect in normal road motoring.

Finally, I took out a Vauxhall Ventura with four speed and the neatest overdrive switch ever, incorporated in the top of the gearbox knob. In spite of a fairly soft ride, it cornered well and had very pleasant steering, with plenty of torque from the 6-cylinder 3294 cc engine. This one is to be the subject of an AUTOSPORT road test shortly.

It was a well-organised event and the standard of driving was generally better this year. If a few of the cars were getting a bit weary towards the end of the day, this was excusable, for the Gentlemen of the Press covered many miles. I met friends from France, Germany, Italy, Belgium, and Scandinavia, who will certainly go back home with a better appreciation of British engineering.

Cosmopolitan Brands

Superb G5 and F3 entries for Sunday's Motor Show 200 meeting

THE British spectator has been very well supplied with internationals this year; this Sunday the 14th and final British international for 1968 takes place on the full Brand Hatch circuit. This is the BARC's Guards Motor Show 200 meeting, and a probably unprecedented cosmopolitan entry has been assembled.

Group 5

We are becoming accustomed to truly international fields in F3, but it unusual to have continental visitors for a Group 5 race. The main event on Sunday is the final round of the British Group 5 Saloon Championship, already won for Alan Mann Racing by Frank Gardner, with Brian Muir secure in second place; but a close fight is on for third between John Rhodes, Brian Robinson and Roy Pierpoint. The race is over 50 laps (132 miles), and from abroad come Bo Kasby of Sweden with his Camaro; Svend Engstrom who, in his native Denmark, has had stirring battles with Pierpoint's Falcon in his Smash-sponsored Porsche 911; fellow-Dane Son Borch-Christiansen in a Fiat Abarth; German Dieter Frohlich with his successful 911; Belgian Jean-Pierre Cornet with a 1300 Alfa GTA; and Dutchmen Toine Hezemans (911), Frans Lubin in the ex-Alan Mann/Frank Gardner Lotus Cortina and Rein Zwolsman (Fiat Abarth).

All the usual British Group 5 gang are there, too, with Brian Muir, David Hobbs, Roy Pierpoint, Terry Sanger and Martin Birrane (Falcons), John Ewer (Mustang) and Martin Thomas (Camaro) in the big class. Taking on Gardner's Escort Twin Cam will be the similar cars of Mike Crabtree and Royer Taylor, the Lotus Cortinas of Tony Dean, Brian Robinson and Barry Pearson, Geoff Breakell and John Pledger in Alfa GTAs and Nick Faure's Porsche 911.

In the 1300 class are John Fitzpatrick and Chris Craft in the Broadspeed Escorts and Alan Peer's Dagenham Motors Escort, the

works Minis of John Rhodes and Steve Neal, and the similar cars of Colin Youle, Roger Heavens, Tony Youlten, Ken Costello, John Wales, Graham Janzen and Peter Lague. The 1-litre category has the Alan Fraser Imps of Tony Lanfranchi and Keith Holland, Ray Calcutt in Jeremy Nightingale's Imp, Gordon Spice and Ian Bax in Minis and Lawrie Hickman, Liane Engeman and Les Nash in Anglias.

Formula 3

The F3 entry is gargantuan and has been divided down the middle for two 10-lap heats to decide the field for the 20-lap (53-mile) final; well over a third of the 66-car field are from abroad. From France come François Cevert and François Chevalier (Tecnos) and Patrick Champin, Jean François Gerbault and Francesco Ghezzi (Brabhams), plus Madagascan Matra man Max Bonnin. Sweden is represented by Ulf Svensson, Eddie Jacobsson, Ingvar Pettersson, Egert Haglund and Jonas Qvarnstrom (Brabhams) and Reine Wisell and Ronnie Peterson (Tecnos), and from Denmark there's Ole Vejlund (Titan). Vejlund's team-mate is South African Trevor Blokdyk with the ex-Lucas Titan, and from Switzerland come Jurg Dubler, Bernard Baur and Pierre-Yves Gaggio (Brabhams).

Then there's Italian Giancarlo Gagliardi (De Sanctis), Germans Renfold Unold (Brabham) and Manfred Mohr (Tecno), and the Dutch Tecno-DAF team of Gijs van Lennep and Englishman Mike Beckwith. From further afield, but now on the European F3 scene, come Japanese Tetsu Ikuzawa (Brabham), American Pete de Meritt (Tecno), Indian Kinny Lall (Brabham) and New Zealanders Bill Stone and Howden Ganley (Brabhams). Australian Tim Schenken is now as accepted a part of British motor racing as is Jack Brabham; he drives the Sports Motors Chevron. Flying the Irish flag are Brabham drivers Brendan McInerney and

Bill Gowdy.

Just about all the top British F3 boys will be on hand, although Charles Lucas joins his American Titan-mate Roy Pike, who will be at Albi trying to win the French Craven A F3 Championship. In Brabhams are Cyd Williams, Keith Jupp, Bev Bond, Malcolm Guthrie, Richard Burton, Brian Smith (entered by Jeff Uren), Mac Daghorn (in Phil Tose's car), Mike Beuttler, Alex Trotter, Dave Berry, Norman Foulds, Mike Keens, Barrie Maskell, Charles Carling, Dave Morgan, Simon Saye, Peter Hanson, Peter Deal and Paul Craven.

Chris Williams and Alan Rollinson drive the Red Rose Motors Chevrons, and also in Chevrons are John Ralph and Howard Heerey. In Titans are Peter Gaydon, Ben Moore and Dave Brodie, and John Morrison drives a Tecno. John Miles must be one of the favourites in the Gold Leaf Lotus 41X; in 41s are Mo Nunn (his last race with this faithful car), Ken Crook and Richard Scott. Tony Lanfranchi has the new Merlyn, entered by Alan Fraser, David Cole the latest Alexis and Norman Abbott the pretty little Abbott.

Historic

Final race will be the 7-lap Nuvolari Trophy for historic cars; in the postwar category are the Aston Martin DBR4s of Peter Brewer and Neil Corner versus the Maserati 250Fs of Colin Crabbe, Richard Bergel and Tony Merrick, with Bill Wilkes and Nigel Woollett in Lotus 16s, Stephen Curtis and Barry Simpson in Cooper-Bristols and Frank Lockhart's Rover Special. In the pre-war class are Peter Waller and Patrick Marsh in ERAs, Ray Potter in the ERA-Delage, Tim Boyce, Bernard Kain and Stewart Saunders in Bugattis, Syd Beer's K3 MG, Colin Readey's Riley Sprite and Robert Wood in the Semmence Special.

First race is at 11.30 am, with practice all day tomorrow (Saturday). SFGT.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

- October 17 to 20. Geneva Rally (European Rally Championship, Drivers, round 8).
- October 18 to 20. Thousand Minutes Rally, Austria.
- October 19 to 20. Westphalian Rally, Germany.
- October 20. Motor Show 200, Brands Hatch (G5, F3), 11.30 am.
- Rallye du Roussillon, France.
- October 25 to 27. Sachsenring Rally, Germany.
- October 26 to 27. Rallye AGACI, France.
- October 27. Rome Grand Prix, Vallelunga, Italy (F2—European Trophy, round 11).
- Los Angeles Times Grand Prix, Riverside, California, USA (G7—CanAm Series, round 5).
- American 500, Rockingham, North Carolina, USA (NASCAR).
- Col d'Aspin hillclimb, France.
- November 1 to 2. Hugenotten Rally, Germany.
- November 2. Kyalami 8 Hours, South Africa.
- November 3. Mexican Grand Prix (F1—World Championship, final round 12).
- November 3 to 4. Rallye de Martiques, France.
- November 8 to 10. Tour de Belgique, Belgium.
- November 9 to 10. Tour de Corse, France.
- November 10. Starduct GP, Las Vegas, Nevada, USA (CanAm Series, final round 6).

NATIONAL EVENTS

- October 13. Jarama, Spain (F3).
- October 18 to November 3. Argentine saloon race.
- October 20. Michigan International Speedway, USA (USAC).

Tato iRaces, Greece.
Troj-Marets hillclimb, Belgium.
La Robassada hillclimb, Spain.

November 10. Trophées de Castille, Spain (F3).

BRITISH CLUB EVENTS

- October 18. SODC closed rally. Regent Garage, 147/115160, 8.15 pm.
- October 19. BRDC restricted Gold Leaf Clubmen's Championship race meeting. Silverstone GP circuit, near Towcester, Northants, noon.
- Hastings 1066 & E Sussex CC restricted hillclimb. New House Farm, Bodiam, Sussex, 1.30 pm.
- Hagley & DLCC Ken Wharton Memorial TV driving tests. Bass Mitchells & Butlers Brewery, Smethwick, 10.00 am.
- October 19/20. Aberdeen & DMC restricted Granite City rally (Players Scottish Rally Championship, round 7). Public car park, Stonehaven, 43/874865, 1.00 am.
- Glossop & DCC restricted Dykes Rally. White Heather Restaurant, Caenby Corner, Lincs, 104/966895, 11.00 pm.
- October 20. BARC restricted race meeting. Croft Autodrome, near Darlington, Co. Durham, 2.30 pm.
- VECC restricted race meeting. Lydden Hill, near Dover, Kent, 1.00 pm.
- Dublin University (Trinity) MC race meeting. Mondella Park, near Naas, Co. Kildare, Eire, 1.30 pm.
- East Surrey MC restricted autocross. Puttenden Manor, Lingfield, Surrey, 171/415455, 2.00 pm.

- Rochester, Chatham & DMC restricted autocross. Bredhurst Track, Bredhurst, Kent, 172/78956145, 2.00 pm.
- Dukeries MC restricted autocross. B6033, Edwinstowe, Notts, 112/610665, 1.30 pm.
- Garstang & DMC autocross. New Hall Farm, Wharles, near Kirkham, Preston, 94/446357, 1.30 pm.
- Cheltenham MC restricted sprint meeting. RAF Kemble, near Cirencester, 157/970965, 1.30 pm.
- Mid-Cheshire MRC closed Wilshire Trophy sporting trial. Tank Testing Ground, Bickerton Hills, near Broxton, 109/506530.
- Maidstone & Mid-Kent MC closed copromoted production car trial. Stock Wood, Kent, 172/89055771, 10.30 am.
- Peterborough MC restricted Duxford sprint meeting. RAF Duxford, A505, near Royston, Herts, 148/462463, 1.00 pm.
- Chester MC restricted autocross. Oakmere, 109/575697, 2.00 pm.
- Thames Valley Constabulary MC closed driving tests. RAF Halton, Wendover, Bucks, 159/871106, 2.00 pm.
- Thomas Cook & Sons SC closed Autumn rally. Western Motor Works (Services) Ltd, Perry Street, Chislehurst, Kent, 171/455708, 10.00 am.
- Margate & DCC restricted Ramsgate Cup rally. M2 Motorport, Farthing Corner, 9.00 am.
- Redditch & DCC closed driving tests. Girling car park, West Bromwich, Birmingham, 131/018904, 1.30 pm.

AUTOSPORT

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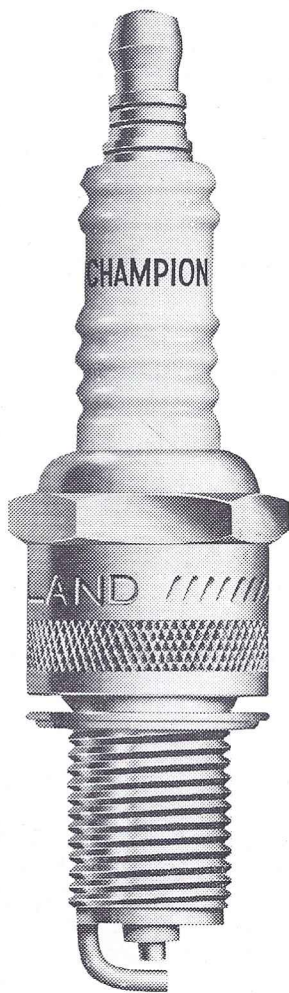
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1967 Jaguar 3.4 S. H.R.W. Silver-blue, one owner, radio, SPs. **£1,465**
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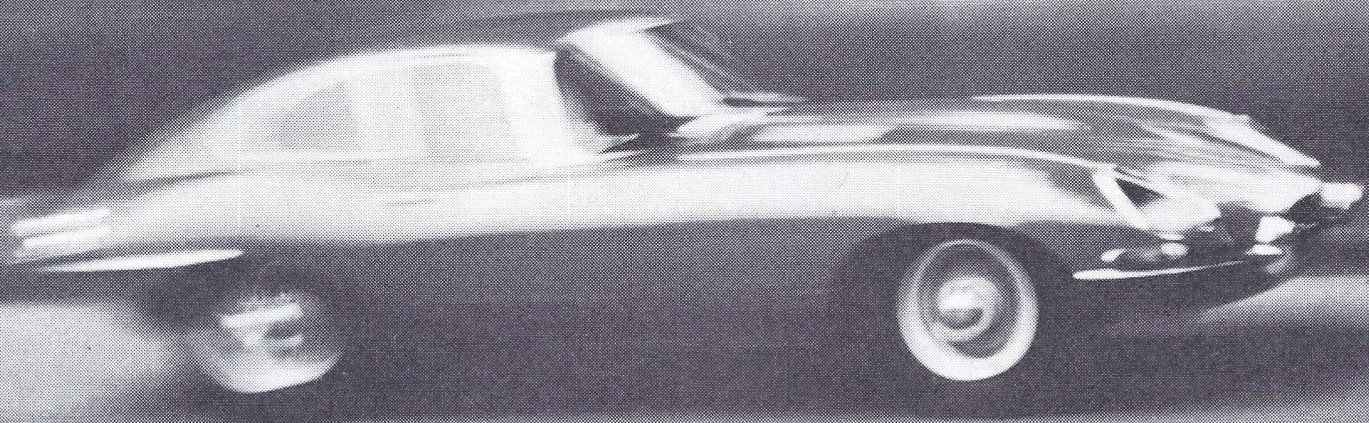


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BRITISH LEYLAND SPORTS AND HIGH-PERFORMANCE CARS

BLMC'S FUTURE IN SPORT

THE British Leyland Motor Corporation is Britain's largest motor manufacturer. Combining Austin, Morris, Triumph, Rover, Jaguar, MG, Wolseley, Austin-Healey, Daimler, Riley and Vanden Plas Princess, British Leyland have 60 factories in Britain alone, and combined with their overseas plants they produced 989,000 vehicles last year (before the amalgamation). This year total production should be over a million units. Export of all vehicles last year was over one-third of production, around 350,000 units. In all, the corporation employs 200,000 people worldwide.

All this seems a far cry from the bicycle shop run by Bill Morris in Oxford over 60 years ago. Then the motor-car was a plaything of the few (although the first Morris and Austins started to change all that); now it is an essential of modern living. And a large proportion of British purchasers of these essentials will be going to BLMC, the sixth largest motoring empire in the world, for their wares.

As far as AUTOSPORT readers are concerned, the participation and performance of production-based machines in competition may have a strong influence over their choice, and it is well known that a successful competition programme can work wonders for a firm's image. Thus many have viewed with alarm the BMC/Leyland merger as spelling a possible goodbye to the splendid BMC Competitions Department at Abingdon built up over the years by Marcus Chambers, Stuart Turner and Peter Browning, whence have come a steady stream of successful cars over the years.

To a great degree, minds can be put at rest. Sir Donald Stokes is obviously not keen for BLMC cars to enter events and finish second; however, he is known to be fully aware of the value of competition success publicity. By now the Mini has outlived its useful competition career after being one of the most successful rally cars of all time, and the rally side of the Abingdon Competitions Department has been drastically reduced. Only one driver—Paddy Hopkirk—remains under contract next year.

After their five-car effort in the London to Sydney Marathon (preparations for which will, as they will for Ford, preclude the possibility of entering the RAC Rally which falls immediately before the Marathon), a much reduced programme will be undertaken for next year. Single-car entries will be made in selected events—but Abingdon (now called British Leyland Competition Department) have the brief to investigate the competition potential of any car in the BLMC range, be it the Triumph 2.5 or the Rover 3500, so that these single-car entries will be by way of recesses to decide on a possible fuller programme in the future. If any car proves itself to be a real winner, then intensive competition development of that model could be a distinct possibility.

The reduction of the rallying programme for the time being means that far more of the racing effort will be able to be centred at Abingdon, whereas previously shortage of space and manpower has meant that development and team management has been farmed out to Donald Healey at Warwick, Cooper Car Co at Byfleet and established smaller teams like British Vita. The Mini-Cooper Group 5 team will continue, but again there will be intelligent selection of events; thus all rounds of the British Group 5 Championship will be contested, but in Europe

there will be concentration on events that are in themselves important, rather than going to a Swiss hillclimb or a Czechoslovakian round-the-houses race just because it counts towards the championship.

On the sports car front the MGC and the Midget will continue to be campaigned; Abingdon were delighted with the performance of the MGC coupé at the Nürburgring Marathon, and hope to enter for several major races, including Daytona and Sebring. There is an understandable feeling at Abingdon that racing production cars, however radically modified they are under the skin, do a much better publicity job if they are externally almost identical to the machinery in the spectators' car parks.

Once again there will be a careful exploration of potential among the rest of the range: TR5s have been made to go very quickly on circuits in the USA, and what about full Group 5 racing Rover V8s! The racing programme will in any case be more closely allied to relevant markets, so that the cars that sell well in the USA, for example, will have to put on a good show at Sebring and Daytona, and so on.

The long-term view is pretty exciting. It is felt that, if a serious attempt to publicise a model by competition success is to be made, then the decision must be made at the drawing board stage, and the car so designed that, while remaining a fully productionised mass-produced road car, it is possible to build "legal" racing and rally versions of it that will win. In fact, this is a sort of "racing improves the breed" in reverse, for the cars that go into production benefit from the fact that they will be raced, rather than that their predecessors have been raced. Ford have done this with their recent saloon programme and it has reaped benefits; the second-generation Leylands that will be appearing in 1970 and 1971 should have race and rally-winning potential built into them.

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An interview with Harry Webster, Charles Griffin and Alec Issigonis



"The Managing Director will not sanction an entry if only second place is expected." Paddy Hopkirk and Ron Crellin on this year's Monte.

AFTER the biggest industrial merger ever to take place in Britain, British Leyland have become our largest motor manufacturers. Among prospective car buyers, there has been much speculation on the effect that this will have on the models produced. Enthusiasts for particular makes want to know how their especial favourites will be affected and whether or not the individuality and traditions of the different marques will be respected.

It therefore seemed logical for me to ask the man at the top of the engineering and design side, and Harry Webster very kindly gave up some of his valuable time. He also called in Charles Griffin and Alec Issigonis, who added interest to the discussion and helped to answer my questions.

THE intention of BLMC—and if Sir Donald Stokes wants it he will get it—is to win well over 50 per cent of the domestic market and 45 per cent of the export market. In doing this, the different makes within the group will not lose their individuality; indeed there are some cases, such as Austin and Morris, where the differences will become much greater. Nevertheless, there will be what Harry Webster calls a very high degree of rationalisation.

There is, for example, no point in producing a lot of different gearboxes of the same size in various factories, and it is needlessly expensive to design an entirely fresh gearbox for a new model when the ideal thing is already in production. In such a case, one factory would produce gearboxes, perhaps slightly redesigned for production in great quantities but where possible embodying the best features of an existing successful design, and the space thus liberated would at once be available for producing other components.

Most of the cars produced by the Corporation are of advanced design. There is, however, a demand for vehicles with simple, even old-fashioned, chassis. There is a feel-

ing among some buyers, which may or may not be inspired by prejudice, that for tough work and fleet operation the so-called "orthodox" car is quicker to service and easier to maintain in roadworthy condition. Though advanced designs will continue to be produced, cars with prop-shafts and axles will also be available for those customers who want them.

The cost of producing new engines is very great and existing types will be allowed to complete their production runs. Eventually, however, rationalisation will ensure that there are fewer engine types and there will be some sharing of power units among the various makes. It must be stressed, however, that an MG will always be an MG and a Triumph will still be a Triumph. Some overlapping of models and direct competition for markets will not be frowned upon. Cars which are not good sellers will be withdrawn, but as long as there is a demand for a particular type, it will continue to be sold, irrespective of its effect on other makes in the group. It will never be forgotten that many buyers have a splendid loyalty to a particular make and they would not be willing to change over; such rationalisation

would be going too far because it would be riding roughshod over a rather illogical but wholly admirable side of human nature.

I asked about the relationship of the Corporation with insurance companies and Charles Griffin had been working on this. He explained that it is, in general, not the car but the man that they have to insure and improved performance in new models does not worry them. Cars called "GT" or "S" are apt to rate a higher premium, because the owner is always conscious that he ought to be cutting a dash and drives accordingly—again it's the man and not the car.

Our very interesting discussion about racing and rallies must be compressed. Briefly, there will be a curtailment of Company participation in major events. These cost too much and gain too little publicity because the daily Press give such poor coverage nowadays to these competitions. Direct advertising is of little value, since every firm finds something to advertise and the confused public does not know who really won. In any case, with costs rocketing as they have, it is madness to enter a rally that you are unlikely to win, just for the sake of being there. The Managing Director will not sanction an entry if only second place is expected.

I was immensely interested to know how much can be learnt from competition—does it "improve the breed"? Unanimously, I was told that the racing of production, or near-production, cars and participation in rallies teaches nothing. The most successful cars now produced—the 1100/1300 range—are useless for competition. Alec Issigonis was emphatic that nothing is gained from competitions, but the spur of getting ready by a particular deadline does send the work along at a great pace—it's an incentive which you don't get in a normal research programme. Harry Webster was more specific, citing the Le Mans Spitfires. These contributed nothing directly to the production cars but supplied useful information nevertheless. To get the crankshafts to stand up, it was necessary to strengthen them and fit narrower bearings in consequence. These narrow bearings were so satisfactory that it was obvious that the production engine could be increased to 1300 cc without any problems in the bearing department.

If competition at works level is a doubtful asset, every help and advice will be given to small firms and drivers in less exalted events. The tune-up side is to be vastly increased, with large showrooms and stores, and the whole thing will be run on a proper commercial basis. All the special



"Cars called 'GT' or 'S' are apt to rate a higher insurance premium..."



parts for racing and rallies will be available from stock, and the amateur will receive every possible encouragement. If people enter BLMC cars in club events, it is useful publicity if they win and not good for the image if they lose. The goodwill of this ever-growing band of enthusiasts is an intangible asset and I was surprised to learn how much their friendship is valued.

I enquired about fuel injection for the American market but Harry Webster was not very encouraging. He said that current equipment is over-simplified and there would have to be a more elaborate "brain," giving barometric compensation and probably total cut-off on the overrun. Eventually, electronic injection would probably be the answer, and a sophisticated installation on these lines would completely overcome the pollution problem. For the present, it would be necessary to de-rate the engine by such expedients as changing the camshaft, and so fuel-injection cars for the USA will have to be converted to carburettors, as the advantages of fuel injection would be lost in any case.

I asked Alec Issigonis whether or not he foresaw an increasing demand for automatic transmission on small cars. The whole problem, he said, is one of expense. A small engine needs more gears than a big one if performance is not to be drastically reduced and so the transmission is fundamentally costly because it contains so many parts. Its popularity is only restricted by its price, so it's a bit of a vicious circle.

It is BLMC policy to produce a really



"Racing of production or near-production cars teaches nothing."

wide range of cars and to satisfy every demand. I enquired whether there was any intention to produce cheaper cars, but there will be no attempt to compete with the 2-cylinder air-cooled brigade—there is no great demand for more primitive cars and the saving in cost over a small 4-cylinder is not sufficiently great to be worthwhile. All modern developments are being watched and research is taking place on some most interesting projects, notably in the field of more compact power units. In this respect, the Wankel was regarded as rather disappointing because the small basic engine became quite a bulky Christmas tree when

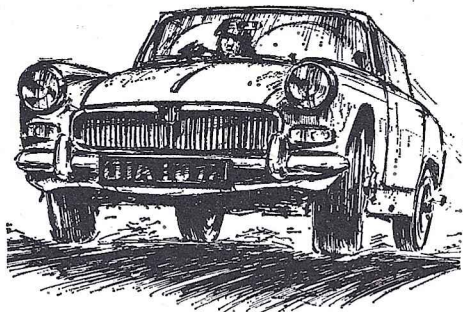
the auxiliary components were mounted on it. In any case, Alec insists that the piston engine is still in its infancy!

This interview must reassure the one-make enthusiasts who form such a large proportion of British car buyers. Your Rover will still be a Rover and your Jaguar will be more Jaguar than ever, but rationalisation will make the new models even better. If the reduced works participation is a blow to the competition world, at least the logic behind the decision is very clear. I am most grateful to Harry, Charlie and Alec for answering so many questions that our readers have been asking me.



"The amateur will receive every possible encouragement." This is Wally Hall's one-off MG Gnat (an 850 Mini with MG grille) during a Silverstone pitstop.

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Road tests by JOHN BOLSTER

Austin-Healey Sprite Mk 4



It seems a very long time since Roy Salvadori and I went to Silverstone with the first Sprite of all. We were making a film of it before its introduction and I can remember what a lot of fun we had with that little car, and what a furore it created when we rather naughtily parked it outside a pub—it was supposed to be top secret then.

Since those far-off days, the Sprite has been to college, and it is now a far more sophisticated car, for sports car drivers are no longer willing to rough it. It is still a tiny car, and the low frontal area is reflected in its quite high maximum speed. The Mk 4 version has a 1275 cc engine, but as this is intended to be a sports model for the young, the expensive unit of the Cooper S would make the price unacceptably high. As the special hardened crank of the S is not employed, the engine is less highly tuned in the interest of a long, trouble-free life.

Money is also saved on the gearbox, which has straight-toothed sliding pinions for first speed, but the rest of the specification is up to modern standards. The combined steel body and chassis is on orthodox wishbone front suspension with an axle on semi-elliptic springs behind. There are disc brakes in front and the test car had the optional wire wheels with wide rims, another extra being a front anti-roll bar.

The Sprite is a smart-looking little car and the interior is attractive, with proper round instruments including a rev counter. The seating position is far from ideal as the steering wheel is too close to the driver and the seat has insufficient adjustment for the very tall, while a five-foot-nothing girl needs a cushion as she sits too low. One meets so many tall young men these days that it would surely be worthwhile to reconsider the driving position.

An excellent hood, easy to raise and lower, does not increase the noise level inside to the extent that hoods usually do. Indeed, it insulates the occupants from the exhaust noise, which is rather prominent when the hood is down. The gear lever is in exactly the right place and the box works really beautifully, which adds so much to the fun of driving. However, the unsynchronised first speed demands some care when changing down and the straight-cut gears are noisy.

Though the suspension is hard, it gives quite a pleasant ride on most British roads. With the optional roll bar, the car understeers, especially on wet roads, though the handling becomes virtually neutral when the driver is in a hurry. The steering is very good indeed, feeling light, sensitive, and direct, while the rear axle behaves

Sporting fun but entirely practical



exceptionally well, though it can be made to hop during a violent getaway. The front wheels of the test car tended to bounce a little on bumpy corners, perhaps because the dampers were getting tired. The brakes are superb, even the handbrake earning full marks.

All little cars are fairly noisy but the Sprite is not excessively so. The indirect gears whine, in contrast to the engine which is quiet at cruising speeds, though it, too, becomes rather prominent when pressed. There is a lot of useful space behind the seats, and the rear boot gives more room than might be expected, though the spare wheel could wound delicate luggage. The heater—listed as an optional extra—is not very controllable and it is necessary to lift the bonnet and turn a tap to put it out of action. Ventilation is through swivelling quarter-lights in the front of the doors and the winding windows allow no draughts to enter, fitting snugly against the hood.

The Sprite answers well to the proper use of the gearlever and it has useful acceleration, but the engine is of reasonable size and is by no means highly tuned, so it is sufficiently flexible for less energetic driving. It exceeds 90 mph with surprising ease and at a legal 70 mph cruising speed it needs only a small throttle opening. Hard drivers may get just below 30 mpg, but most owners will better that figure. The car is sporting enough to be great fun, but entirely practical as an everyday going-to-work vehicle.

Specification and Performance Data

Car tested: Austin Healey Sprite Mk 4 sports 2-seater, price £698 9s 5d. Heater £15 6s 8d. Wire wheels £31 18s 11d. Anti-roll bar £2 11s 1d, all including PT.

Engine: Four-cylinders 70.6 mm × 81.3 mm (1275 cc). Pushrod-operated overhead valves. Compression ratio 8.8:1. 65 bhp (net) at 6000 rpm. Twin S.U. carburettors.

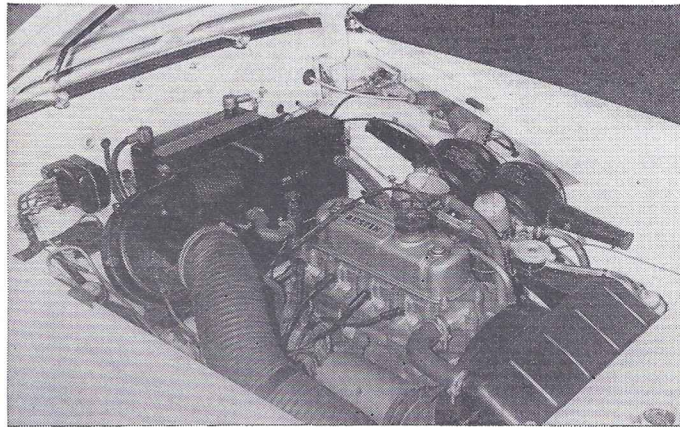
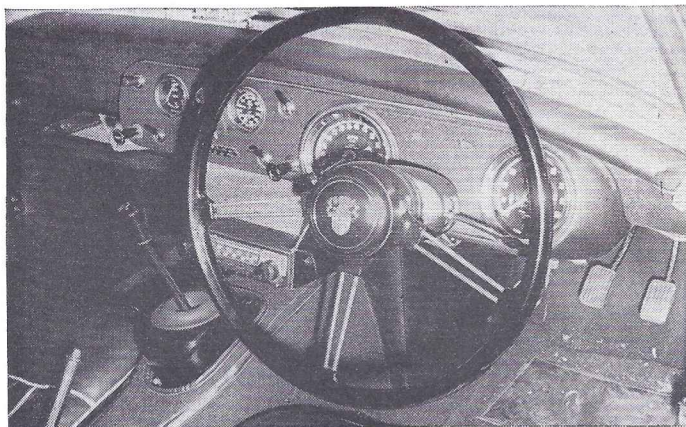
Transmission: Single dry plate diaphragm spring clutch. 4-speed gearbox with synchromesh on upper 3 gears and central remote control gearlever, ratios 1.0, 1.36, 1.92, and 3.20:1. Hypoid rear axle, ratio 4.22:1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, helical springs and torsional anti-roll bar (extra). Rack and pinion steering. Rear axle on semi-elliptic springs. Lever arm dampers all round. Disc front and drum rear brakes. Centre locking wire wheels (extra) fitted 5.20-13 ins tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil pressure, water temperature, and fuel gauges. Windscreen wipers and washers. Flashing direction indicators. Heating and demisting (extra). Radio (extra).

Dimensions: Wheelbase 6 ft 8 ins; track (front), 3 ft 9.75 ins, (rear) 3 ft 8.75 ins; overall length 11 ft 5.25 ins; width 4 ft 5 ins; weight 14 cwt 1 qr.

Performance: Maximum speed 94 mph. Speeds in gears: third 72 mph; second 51 mph; first 30 mph. Standing quarter-mile 19.5 s. Acceleration: 0-30 mph, 4.4 s; 0-50 mph, 9.8 s; 0-60 mph, 14.4 s; 0-80 mph 33.6 s. Fuel consumption: 28 to 34 mpg.





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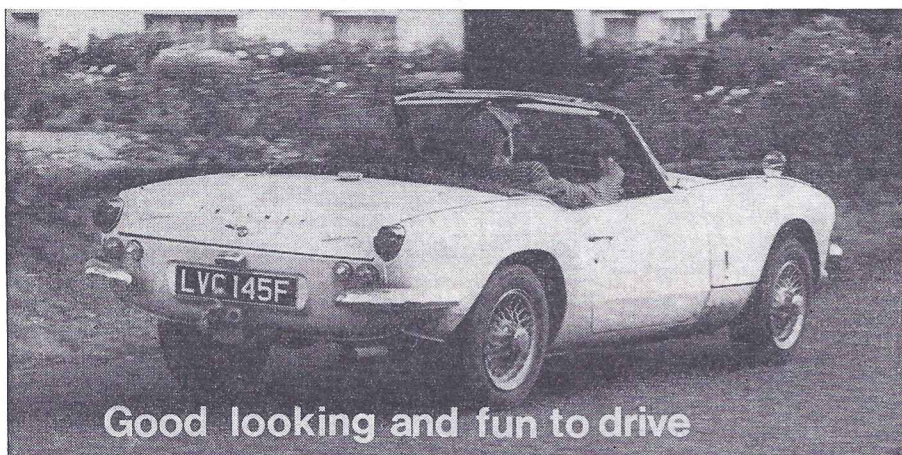
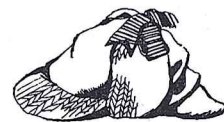
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Triumph Spitfire Mk 3



Good looking and fun to drive

TIME was when small sports cars used to sell on their looks, but of recent years most of them have become rather chunky and slab-sided. Returning to first principles, Triumph engaged Giovanni Michelotti to design a really pretty sports car body. Using a separate chassis, he was unhampered by structural considerations, and the result is a model which proves that small sports cars can still be as good-looking as most of them used to be.

The well-proved chassis, box-section and waisted, has orthodox wishbone front suspension, the shape allowing for a phenomenally sharp steering lock, which is provided by rack and pinion. At the rear, the independently sprung wheels are on a transverse leaf spring, their driveshafts, with inboard universal joints, forming swing axles. The whole of the body front opens, offering unrivalled accessibility which excels even vintage cars in this respect.

Compared with earlier Spitfires, the Mk 3 has a larger and much more powerful engine, but as the weight and gear ratios remain the same, the performance is greatly improved. Though the body shape has very wisely been left alone, the bumpers now give better protection and, most important, there is a neatly concealed folding hood instead of the tent that one

used to erect.

Although I tested this model on the Continent at the moment of its introduction, that was some time ago. Accordingly, I have just spent an energetic week re-testing the Spitfire, because I am raising my sights all the time, and I felt that I must compare it with the latest models from other factories. The Mk 3 seems more solid than the earlier versions and is less prone to rattle. It also has a more attractive interior and is generally less spartan.

The larger engine makes the car more flexible and disguises the rather widely spaced gearbox ratios. The box is delightful to use, with a well-placed gearlever, and the pinions are quieter than would be expected, especially the straight-toothed first speed. This is an unsynchronised ratio, but it can be engaged silently without too much skill. The test car was fitted with the optional overdrive, which is a worthwhile extra in this case. Not only does it give effortless high-speed cruising but it adds a few miles an hour to the car's maximum speed.

Very smooth, the power unit runs up past 6000 rpm with great ease. When pressed, it sounds noisy with the hood up but it is much less obtrusive when the car is open. Indeed, the Triumph is at its best as an open 2-seater;

the occupants sit low and are very well protected from the wind, while there is remarkably little noise. At low and medium speeds, the radio can be enjoyed with the car open.

The Spitfire is great fun to drive and the tail can be hung out under perfect control if desired; the car holds the road safely and is well balanced on corners. To achieve good roadholding with swing axles, it is necessary to restrict the movement of the suspension and the springing is consequently hard. On normal British roads, the Spitfire rides surprisingly well, but on bad surfaces the bumps can definitely be felt. There is quick up and down movement, coupled with a suspicion of scuttle shake, but in general the ride is acceptable for a sports car.

Wire wheels with wide rims, carrying radial ply tyres, were fitted to the test car. Though they tended to emphasise the hardness of the ride, they increased the cornering power and improved the steering response, giving the driver great confidence. The brakes are excellent, standing up well to hard driving, and the hand brake is also very effective. This is of the fly-off type, once regarded as an absolute essential for any real sports car but now unfortunately very rare.

Though the Spitfire is a small car, it gives comfortable seating for dwarfs or giants. The instruments are well laid out, except that the rev counter is too far to the left, and all the controls are well placed.

The makers claim 100 mph for this model, and it will touch this speed on the road with the optimistic speedometer indicating about 110 mph. On the level, timed in both directions, this is a little too much to expect, but it will attain 96 mph in overdrive, or 93 mph on the direct top gear. Fuel economy is a marked feature, and in a previous test, I achieved some almost incredible figures on straight Continental roads. That fantastic steering lock is blessed every time one parks.

The Spitfire Mk 3 is a good-looking sports car which is particularly pleasant to drive with the hood down. It is a great success on export markets and Paris, for example, is full of them, as the Parisians, or more especially the Parisiennes, think this little Triumph is *vachement chic*. But then, Giovanni Michelotti has done his job just about right.

Specification and Performance Data

Car tested: Triumph Spitfire Mk 3 sports 2-seater, price £764 18s 4d. Heater £14 1s 1d. Overdrive £60 13s 11d. Wire wheels £38 6s 8d. Sun visors £1. Dunlop SP tyres £10 4s 5d. All including V.T.

Engine: Four cylinders, 73.7 mm x 76 mm (1296 cc). Pushrod-operated overhead valves. Compression ratio 9:1. 75 bhp at 6000 rpm. Twin SU carburetors.

Transmission: Single dry plate clutch. 4-speed gearbox with synchromesh on upper 3 gears, central remote control, and Laycock de Normanville overdrive (extra), ratios, 0.82, 1.0, 1.39, 2.16, and 3.75:1. Chassis-mounted hypoid final drive, ratio 4.11:1.

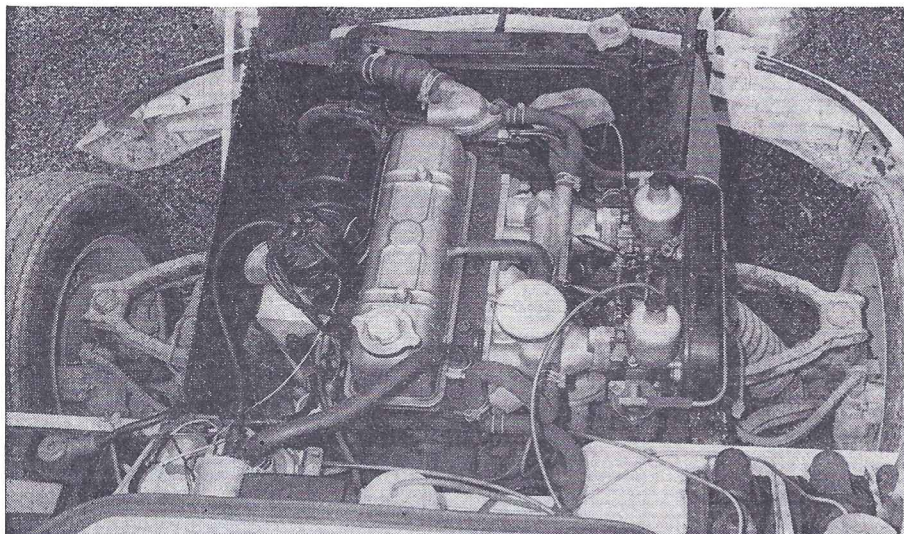
Chassis: Steel backbone chassis with separate steel body. Independent front suspension by wishbones, helical springs, and torsional anti-roll bar. Rack and pinion steering. Independent rear suspension by swing axles, radius rods, and transverse leaf spring. Telescopic dampers all round. Disc front and drum rear brakes. Centre locking wire wheels (extra) fitted 145 SR 13 Dunlop radial ply tyres (extra).

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Water temperature and fuel gauges. Windscreen wipers and washers. Reversing lights. Flashing direction indicators. Heating and demisting (extra). Radio (extra).

Dimensions: Wheelbase 6 ft 11 ins; track (front), 4 ft 1 in, (rear) 4 ft; overall length, 12 ft 1 in; width 4 ft 9 ins; weight 14 cwt 2 qr.

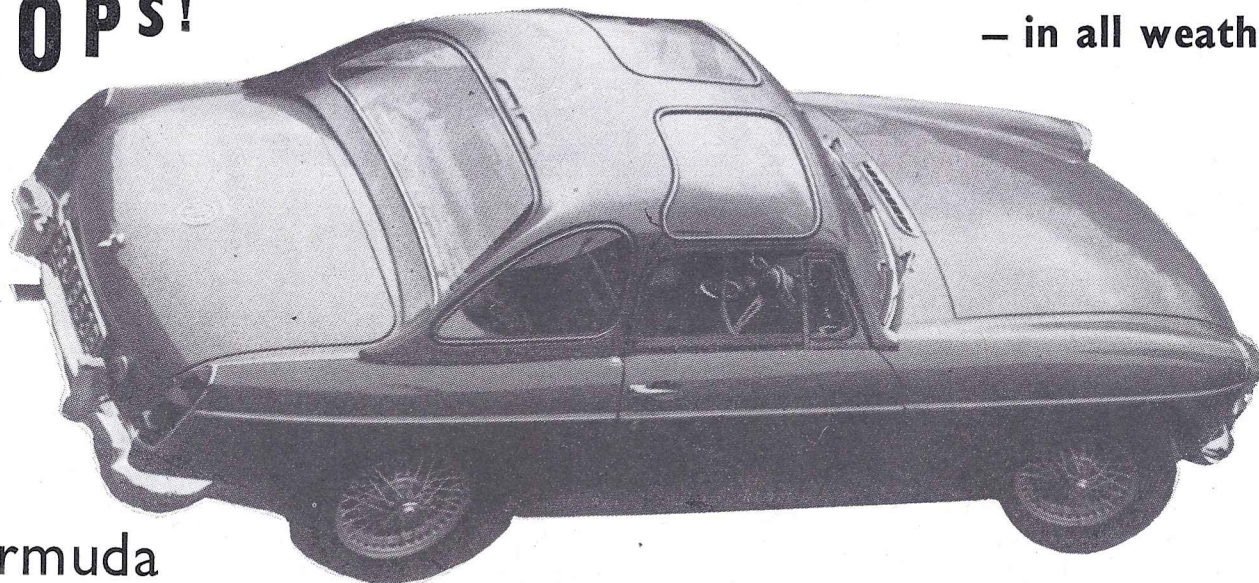
Performance: Maximum speed 96 mph. Speeds in gears: Direct top 93 mph; overdrive third 90 mph; direct third 72 mph; second 47 mph; first 27 mph. Standing quarter-mile 19.1 s. Acceleration: 0-30 mph 4.8 s; 0-50 mph 9.6 s; 0-60 mph 13.7 s; 0-80 mph 28.8 s.

Fuel consumption: 30 to 38 mpg.



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Morris 1800 Mk 2



Commodious 100 mph carriage

SOME cars have glamour and personality but the poor old 1800 had neither. It is therefore pleasant to test the new Mk 2 model, which is so much better than its predecessor. Daniel Richmond has extracted more power from the transverse engine, all the way up the curve, and the big family saloon is now capable of an almost incredible 100 mph on a suitably long straight. Even more important, the steering has been the subject of much re-designing, which has made it both lighter and quicker in action, and power assistance is a greatly appreciated extra that was fitted to the test car. Once frankly ugly, the 1800 is now better looking as a result of some subtle styling changes, and bigger wheels improve the handling as well as the appearance.

There really is room for five people to travel in comfort and the seat adjustment is ample for the tallest driver. The steering column is still too upright but the cable-operated gearchange has lost some of its friction and allows very rapid selection of the ratios. No noise or vibration is transmitted by this form of connection and the lever does not bounce in sympathy with the flexibly mounted engine.

On taking over the car, one finds that the relatively small engine cannot perform miracles in such a commodious carriage, but though the acceleration is not spectacular, the machine gathers speed surprisingly quickly if the gears are used to advantage. Mechanically, the 1800 is

remarkably silent and the transmission is much quieter than that of the smaller BMC transverse-engined cars. The body is very efficient aerodynamically, giving delightfully easy high-speed cruising, but there is some wind noise at the maximum speed, and road noise is noticeable on certain surfaces.

The stability of the car is excellent, particularly on wet roads or in side winds, while the new steering gives a good sense of mastery, especially with power assistance. The cornering power is surprisingly high with a small degree of understeer, there being only a slight change of attitude when going from power-on to power-off and quite a moderate angle of roll on corners taken with enthusiasm. A cunning valve is incorporated in the braking system, to prevent locking of the rear wheels, and the brakes are both powerful and free from fading. The hand brake, in spite of having an unattractive umbrella handle, holds well, but it causes the car to rise up on its rear suspension when parked on an uphill gradient and to sink rather disagreeably as one moves off.

At the high cruising speeds which suit the Mk 2 so well, the suspension gives an excellent ride. On bad roads, especially at lower speeds, the riding comfort certainly cannot be praised, large bumps causing a lurching movement while even small ones are not fully absorbed. The directional stability and steering response are completely unaffected by the body movements,

but it does seem that the Hydrolastic system is not of much value on this particular car, though it does reduce the pitching of the Mini.

High speed cruising is such a feature of this car that it is a pity the speedometer is grossly inaccurate. If my test car is typical, the average owner will cause a lot of baulking on motorways because the instrument exaggerates so shamelessly. This good car is worthy of a better speedometer, preferably with a proper round dial instead of a creeping snake.

The heating, demisting, and ventilation systems are all well arranged, the supply of cool air at face level being easy to focus. The interior of the body is pleasantly furnished, with plenty of storage space for all the odds and ends that tend to collect on a journey. The compact installation of transverse engine and front wheel drive permits almost the whole length of the car to be used for the comfort and convenience of the passengers. Though the trim is practical rather than luxurious, the sense of spaciousness is normally associated with big, costly cars.

The BMC 1800 has always been a car of many solid virtues but it was not much fun. The Mk 2 version has just that performance which was previously lacking and its rear steering geometry persuades one to exploit the always excellent roadholding. It has a long stride that encourages the driver to put many hundreds of miles into the day and it is just about ideal for the man with a large family. With its very sensible improvements, the car is now worth a second look from those who may previously have passed it by.

Since writing the above, I have been able to carry out a brief test of the Morris 1800 S. This is a twin-carburettor version of the Mk 2 with a tuned exhaust system, which results in an extra 10 bhp. The car is identical in all other respects, except that the front brake discs are larger. The extra performance at high revs is most noticeable and 100 mph is easily exceeded, while just over a second can be saved in the standing quarter-mile. If you have noticed policemen travelling indecently fast in their 1800s, you now know the reason why.

Specification and Performance Data

Car tested: Morris 1800 Mk 2 4-door saloon, price £998 15s including PT. Extra: power steering £41 4s.

Engine: Four-cylinders 80.26 mm × 88.9 mm (1798 cc). Pushrod-operated overhead valves. Compression ratio 9:1. 90 bhp (gross) at 5300 rpm. SU carburettor. Lucas coil and distributor.

Transmission: Single dry plate diaphragm spring clutch. Gear primary drive to 4-speed all-synchromesh gearbox and helical spur gear final drive, overall ratios 3.822, 5.37, 8.41 and 12.77:1. Open driveshafts with constant velocity joints to front hubs.

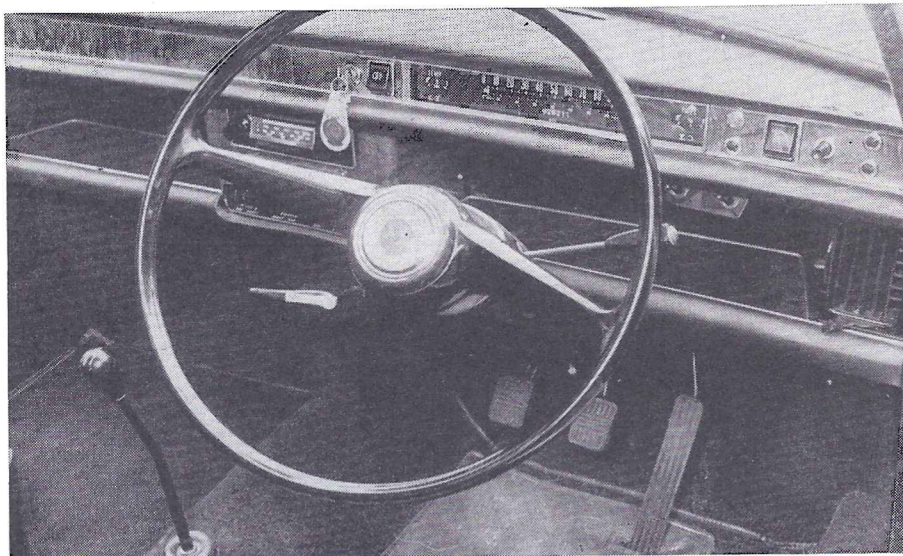
Chassis: Combined steel body and chassis. Independent front suspension by upper and lower arms with locating tie-rods. Rack and pinion power-assisted steering. Independent rear suspension by trailing arms. Suspension by interconnected front and rear. Hydrolastic displacers. Disc front and drum rear brakes with servo assistance and "G" conscious pressure reducing valve between front and rear. Bolt-on disc wheels fitted 165 × 14 ins Dunlop SP tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Heating, demisting, and ventilation system. Flashing direction indicators. Two-speed windscreen wipers and washers. Extra: radio, fog lamps.

Dimensions: Wheelbase 8 ft 10 ins; track (front), 4 ft 8.12 ins, (rear), 4 ft 7.5 ins; overall length 13 ft 8.25 ins; width 5 ft 7 ins; weight 1 ton 3 cwt 56 lbs.

Performance: Maximum speed 101 mph. Speeds in gears: third 78 mph; second 50 mph; first 31 mph. Standing quarter-mile 19.1 s. Acceleration: 0-30 mph, 4.2 s; 0-50 mph, 9.8 s; 0-60 mph, 14.4 s; 0-80 mph, 31.6 s.

Fuel consumption: 24 to 30 mpg.



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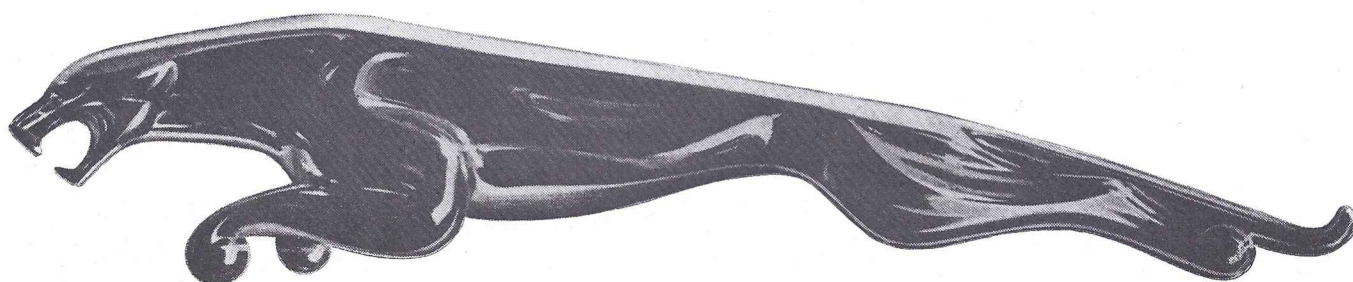
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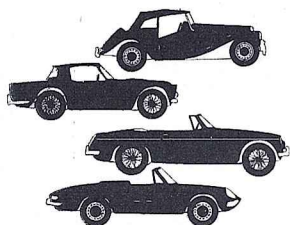
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Morris 1800 S

ON page 15 is the test of the Mk 2 version of the Morris 1800, which is considerably faster than the original model. Now, a twin-carburettor type is announced, which adds another 10 bhp, and bigger disc brakes are also featured. Naturally, it incorporates all the improvements which were developed for the Mk 2, including quicker steering and better spacing of the gear ratios.

Track test

The handling of the 1800 S was found to be just as outstanding as that of the Mk 2. The twin-carburettor engine gives no more power in the lower ranges but the acceleration is better at high revs. The two models were tested against each other and the S was found to be 1.4 secs quicker over the standing quarter-mile and to save 2.5 secs in the 0 to 60 mph range. The Morris 1800 has always had excellent roadholding, which could not be exploited to the full owing to lack of power, but this new twin-carburettor version gives a lively performance to what was hitherto regarded as a large family car.

Specification and Performance Data

Car tested: Morris 1800 S 4-door saloon, price £1056 5s including PT.

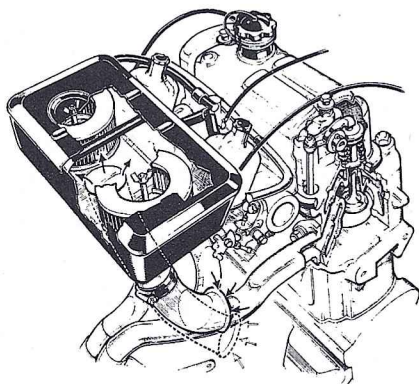
Engine: Four cylinders, 80.26 mm x 88.9 mm (1798 cc). Compression ratio 9.5:1. 100 bhp (gross) at 5650 rpm. Twin SU carburettors.

Transmission: Single dry plate clutch. All-gear drive incorporating 4-speed all-synchromesh gearbox with central remote control, overall ratios 3.88, 5.35, 7.98 and 12.77:1. Articulated driveshafts to front hubs.

Chassis: Steel combined body and chassis. Hydrolastic independent suspension by front wishbones and rear trailing arms. Disc front and drum rear brakes.

Dimensions: Wheelbase, 8 ft 10 ins; track (front), 4 ft 8 ins, (rear), 4 ft 7½ ins; overall length, 13 ft 10½ ins; width, 5 ft 6½ ins; weight, 1 ton 2½ cwt.

Performance: Maximum speed, 100 mph plus. Standing quarter-mile, 19.4 s. Acceleration: 0-50 mph, 9.9 s; 0-60 mph, 14.7 s; 0-80 mph, 25.4 s.



The high compression cylinder head, twin SU HS4 carburettors and special exhaust manifold of the 1800 S.

MG 1300 Mk 2

THE new range of transverse-engined 1300 cc BLMC models is just announced. These cars all have luxurious interiors with deep-pile carpets, folding central armrests to the rear seats, and walnut finished instrument panels with speedometer, rev counter, oil-pressure, water temperature, and fuel gauges. The MG is a two-door saloon while the other two have four doors. The Wolseley has the existing engine, so the following notes apply to the MG and Riley, which have up-rated power units.

The new engine has a stiffer crankcase and a hardened crankshaft. This allows the use of a new cylinder head with a higher compression ratio and larger inlet ports, tuned induction and exhaust manifolds and twin SU carburettors. A new all-synchromesh gearbox gives closer ratios and higher overall gearing, or a four-speed automatic transmission is available as an optional extra.

Track test

I drove several of the new 1300s with automatic and manual transmissions. I was greatly impressed by the automatic, which gave a performance not far below that of

the synchromesh-equipped cars. The manual box has well-chosen ratios and I was quite astonished at the good performance of the 1300 so equipped. The two-door MG will exceed an honest 90 mph comfortably and reaches 60 mph from a standstill in 14 secs. The handling is truly excellent, the car cornering very fast with little roll. The extra power makes all the difference and it has not been obtained at the expense of extra noise. Indeed, all the 1300 models that I tried seemed quieter and more refined than the old 1100. The latest 1300 is an astonishingly good car, especially in its MG guise.

Specification and Performance Data

Car tested: MG 1300 Mk 2, price £910 11s 8d including PT.

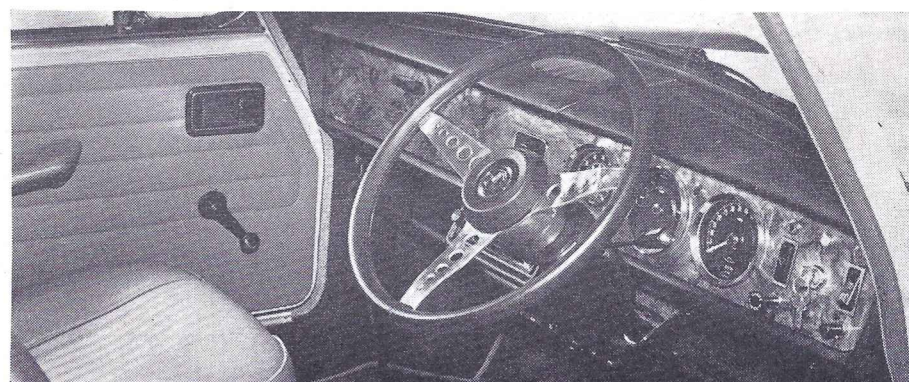
Engine: Four cylinders, 70.61 mm x 81.28 mm (1275 cc). Pushrod-operated overhead valves. Compression ratio 9.75:1. 70 bhp at 6000 rpm.

Transmission: Single dry plate clutch. All-gear drive incorporating 4-speed all-synchromesh gearbox with central remote control, overall ratios 3.65, 4.93, 7.57 and 12.04:1. Articulated shafts to front hubs.

Chassis: Steel combined body and chassis. Independent suspension by Hydrolastic system with front wishbones and rear trailing arms. Front disc and rear drum brakes.

Dimensions: Wheelbase, 7 ft 9½ ins; track (front), 4 ft 3½ ins, (rear), 4 ft 2½ ins; overall length, 12 ft 2½ ins; width, 5 ft 11½ ins; weight (approx), 1765 lbs.

Performance: Maximum speed, 91 mph (approx). Standing quarter-mile, 19.4 s. Acceleration: 0-50 mph, 9.1 s; 0-60 mph, 14 s; 0-70 mph, 20.1 s.



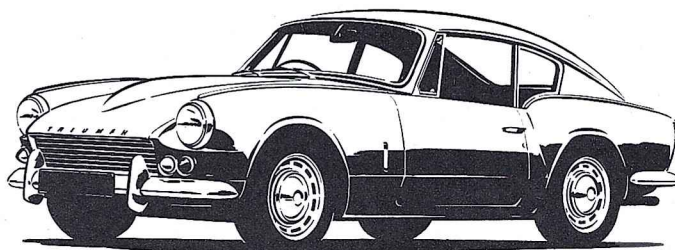
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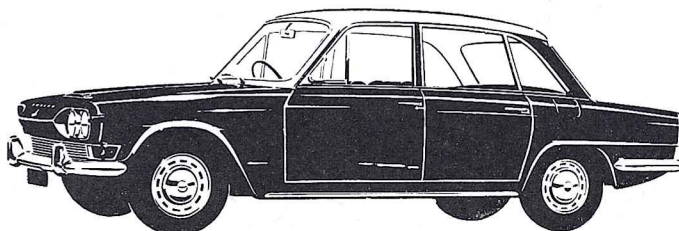
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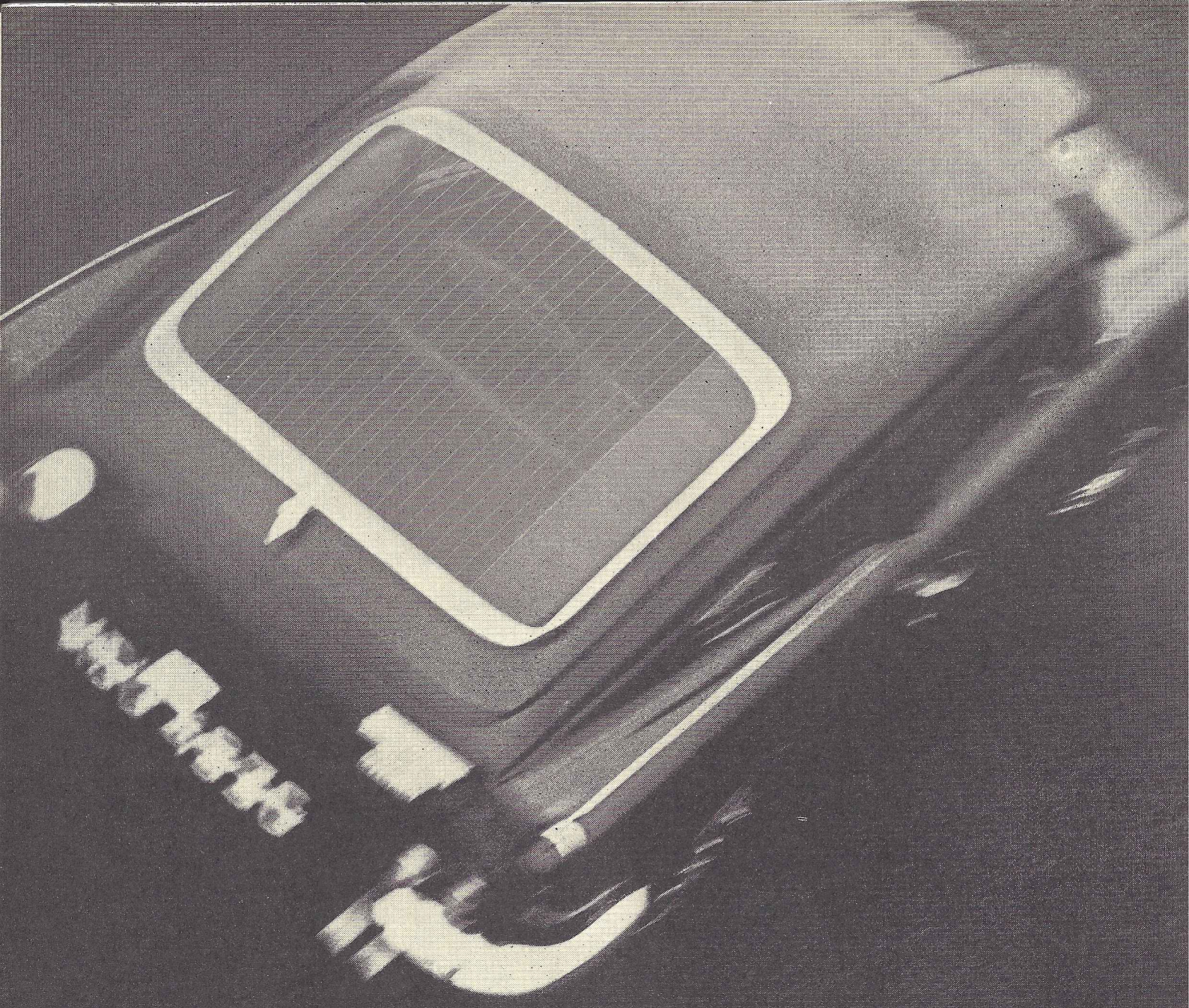
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Triumph GT6 Mk 2



PERHAPS the most impressive modern development is the astonishing refinement which can be achieved with an engine of only four cylinders. An ounce of rubber is worth a ton of theory, so they say, but even the most sophisticated engine mountings still cannot disguise the fact that the "six" has perfect balance and the "four" has not. So, although some very smooth four-cylinder cars now exist, the greater complication of the multi-cylinder engine is still abundantly worthwhile.

Triumph's are specialists in six-cylinder engines of moderate size, and they have now obtained 10 per cent more power from their 2-litre by modifications to the cylinder head and camshaft. This camshaft is not sufficiently wild to make the power curve peaky, and in fact there is a useful gain all the way up the range. Many detail improvements have been made to the body and there is a completely new heating and ventilation system. However, the most important change is the deletion of the swing-axle rear suspension.

The transverse rear spring is retained, in conjunction with lower reversed wishbones and trailing radius arms. The driveshafts are now broken with extra universal joints at the hub ends, in the form of rubber

doughnuts which can accommodate length variations. Thus, with the minimum of alteration an altogether better suspension geometry has been achieved.

With 104 bhp in a car weighing only 17 cwt including fuel and oil, the GT6 is bound to go, and its small frontal area assists in this respect. This enables it to pull outstandingly high gears, and though bottom gear gives a maximum speed of 46 mph, it will still restart the car on any gradient. When the optional overdrive is fitted, it gives a top gear ratio of 2.62:1 which provides 25.2 mph per 1000 rpm, thus ensuring effortless cruising at over 100 mph. Yet the car is by no means over-gear, as its standing quarter-mile time of 17.5 secs proves. The extra engine power has put the maximum speed up into the 110 mph bracket.

Certainly the most interesting feature of the new GT6 is its revised rear suspension. I was able to give this a thorough testing over mountainous roads in France, some of which had loose and bumpy surfaces. The previous swing-axle rear suspension gave more than adequate roadholding but it would have been stretched to its limit on the roads I used. The new rear end eliminates any tendency towards tail-happiness

and the car is now very well balanced; it would certainly out-corner its predecessor.

The ride of the earlier GT6 was fairly firm and this is not noticeably different with the Mk 2, though it is in keeping with the sporting character of the car. The steering is excellent, giving the driver a feeling of command over his steed, and of course the turning circle is exceptionally small, as would be expected of a Triumph. The brakes could do with some servo assistance as the pedal tends to be heavy in operation; there was quite a smell of hot brakes in the mountains.

The gearchange is delightful, the close ratios ensuring very quick changes and the lever moving with great ease. The engine is smooth, with remarkable pulling power at low revs, and though the car is not silent, the sound is of a functional kind. There is plenty of room for the driver and passenger, in spite of the small overall dimensions of the car. Luggage space is fairly restricted but adequate by modern sports car standards.

A small coupé of this kind presents considerable ventilation problems. The GT6 now has full-flow ventilation and cold air may be directed on the feet in hot weather. In this connection, the under-bonnet temperature has been reduced by placing extractor louvres in the sides of the bonnet behind the front wheels. This extra ventilation is a great improvement during hard driving in the hills, and the electrically-heated rear window prevents misting up.

The Triumph GT6 Mk 2 is a small sports coupé of outstanding performance and attractive appearance. It is very high-gear and travels fast with an ease that is generally only found in large, high-powered cars. The new rear suspension is a marked improvement and the interior of the body is now as pleasing as the external lines. Above all, this car illustrates the very real advantages of six cylinders over four, even for a relatively tough, sporting machine.

Specification and Performance Data

Car tested: Triumph GT6 Mk 2 sports 2-seater, coupé, price £1125 5s including PT.

Engine: Six cylinders 74.7 mm x 76 mm (1998 cc). Pushrod-operated overhead valves. Compression ratio 9.25:1. 104 bhp at 5300 rpm. Twin horizontal Stromberg constant-vacuum carburettors. Lucas coil and distributor.

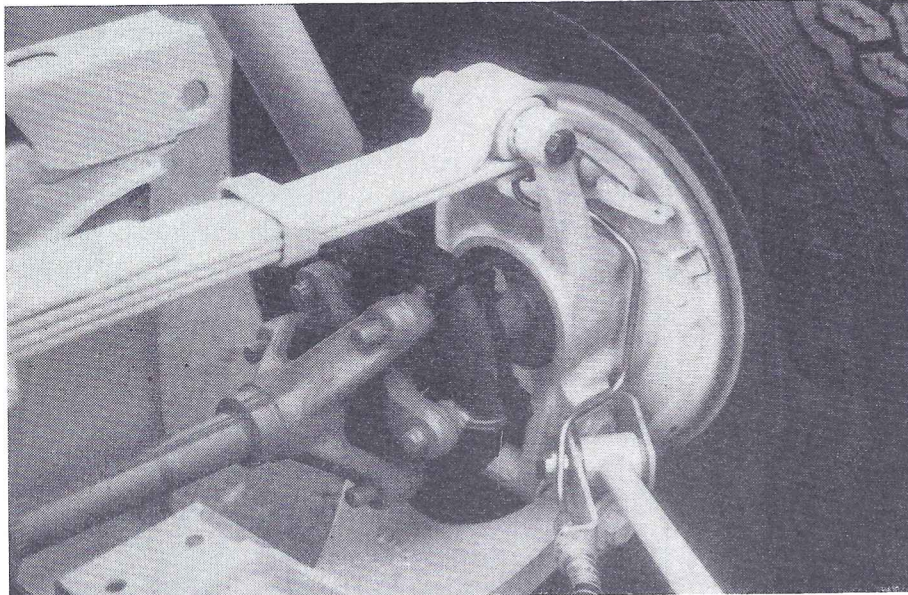
Transmission: Single dry plate diaphragm spring clutch. 4-speed all synchromesh gearbox with central level and optional Laycock-De Normanville overdrive (extra), ratios 0.8, 1, 1.25, 1.78 and 2.65:1. Hypoid final drive, ratio 3.27:1.

Chassis: Steel backbone chassis and steel-panelled body. Independent front suspension by wishbones and helical springs with anti-roll bar. Rack and pinion steering. Independent rear suspension with transverse leaf spring, reversed lower wishbones and radius arms. Telescopic dampers all round. Disc front and drum rear brakes. Bolt-on disc wheels fitted 155-SR13 Dunlop SP41 tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Water temperature and fuel gauges. Heating, demisting and ventilation system including rear window demisting. Hazard warning. Windscreen wipers and washers. Flashing direction indicators. Reversing lamps.

Dimensions: Wheelbase, 6 ft 11 ins; track, 4 ft 1 in; overall length, 12 ft 3 ins; width, 4 ft 9 ins; weight, 17 cwt.

Performance: Maximum speed, 110 mph (approx). Speeds in gears: third, 96 mph; second, 68 mph; first, 46 mph. Standing quarter-mile, 17.5 s. Acceleration: 0-50 mph, 7.5 s; 0-60 mph, 10.5 s; 0-80 mph, 18.5 s.





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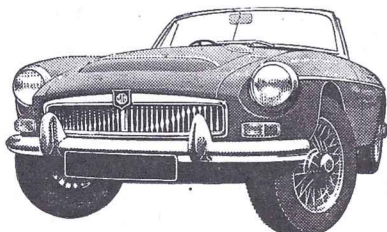
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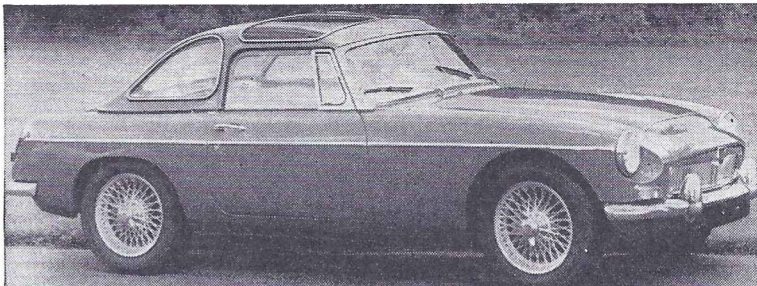
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MGC



An effortless fast
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THE idea of "just dropping" a bigger engine into an existing sports car is always an attractive method of increasing the performance. The MGB is a deservedly popular model and the thought of replacing its 1800 cc power unit with one of 3 litres was most exciting. Some people expected the resulting car to be a ball of fire, and have expressed their disappointment because the MGC does not set the drag strips alight. It is necessary, therefore, to examine the problems that had to be overcome.

First of all, the engine chosen was a seven-bearing straight-six, and though the additional bearings make it an incomparably smoother unit than the old four-bearing Healey, some power has been lost with the extra drag in the crankcase. The six is much heavier than the four which it replaces and it requires a more rugged gearbox, which adds up to an increase of more than 3 cwt, most of which is carried on the front wheels, for the long engine unavoidably projects very far forward. More weight and

higher speed necessitate larger tyres, of which the front ones must be inflated 4 lbs harder than the rear for obvious reasons. This means lower geared steering and larger brakes, among other things.

It is therefore apparent that the resulting car will handle entirely differently from the MGB upon which it was based. It is also certain that the maximum speed must be considerably greater than that of the smaller car, but that the added weight unavoidably curtails the improvement in acceleration.

So it proves, and the MGC is certainly not just an MGB with two extra cylinders grafted on. In fact, it is not so much a sports car as a very fast touring car, and once you regard it in that light, it is possible to appreciate its virtues. It really is delightfully smooth and silent, cruising all day at 100 mph on the direct top gear, so it is hardly worth paying extra for an overdrive. The machine is extremely stable, with a very pronounced understeering characteristic, which makes it a most effortless performer on con-

tinental motorways.

On the other hand, it is not a car that encourages one to throw it about, and one does not enter corners with gay abandon and hang the tail out if the speed is a bit excessive. Although the MGC is a strong understeerer, it is possible to break the rear end away ultimately, but things then happen with such rapidity that the low-geared steering cannot cope. Just forget the name and the sporting appearance and drive this fast touring car reasonably. The brakes are excellent during normal road driving but they become very hot on a racing circuit, for which such a car was never intended.

The gearbox is pleasant to handle though the gearlever is spring loaded to the "wrong" side of the gate, but this is soon forgotten. At high revs, the cooling fan becomes noisy, drowning all other sounds, so an electric fan or an automatic clutch would be a useful improvement.

Naturally, a car with a genuine 120 mph maximum speed must be geared accordingly, and so the MGC is perhaps a little less lively on top gear than the lower geared MGB. However, the 95 mph third gear is a very useful ratio, and with proper use of the gearbox the smaller car can be put firmly in its place. Except for a bulge in the top of the bonnet, the new model closely resembles the B and shares its trim appearance.

The MGC has comfortable seats for a long journey and the interior is attractively furnished. The hood gives most of the comfort of a hard top and folds away neatly, while the whole vehicle repays close examination for it is exceptionally well made and finished. In cold weather, the powerful heater makes the interior very cosy, and when the sun comes out the hood may be quickly lowered, the heater still providing background warmth.

Modern road conditions tend to discourage the highly tuned sports car and there is a growing demand for cars which combine some sporting attributes with the refinement of the best saloons. Though the lover of traditional sports cars will find this model too smooth and soft-riding, there are many more who are looking for just this sort of performance. You cannot please all the people all of the time and no doubt the manufacturers know just which slice of the market they are after.

Specification and Performance Data

Car tested: MGC sports 2-seater, price £1184 0s 7d. Overdrive £63 17s 9d. Wire wheels £31 18s 11d. Heater £15 8s 1d. All including PT.

Engine: 6-cylinders 83.4 mm x 88.9 mm (2912 cc). Pushrod-operated overhead valves. Compression ratio 9:1. 145 bhp at 5200 rpm. Twin SU HS6 carburettors.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central remote control and Laycock de Normanville overdrive (extra), ratios, 0.82, 1.0, 1.07 (O.D. 3rd), 1.31, 2.06, and 2.89:1. Hypoid rear axle, ratio 3.31:1.

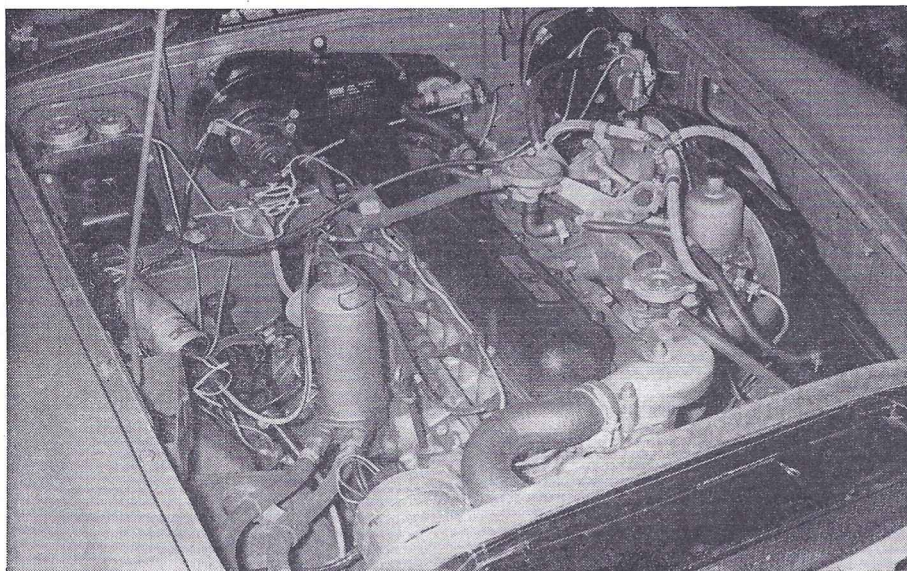
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, torsion bars, telescopic dampers, and anti-roll torsion bar. Rack and pinion steering. Rigid rear axle on semi-elliptic springs with lever-type dampers. Girling front disc and rear drum brakes with vacuum servo. Centre locking wire wheels (extra) fitted Dunlop 165-15 radial tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil pressure, water temperature, and fuel gauges. 2-speed windscreen wipers and washers. Flashing direction indicators. Reversing lamps. Heating and demisting (extra). Radio (extra).

Dimensions: Wheelbase 7 ft 7 ins; track (front), 4 ft 2 ins (rear), 4 ft 1.25 ins; overall length 12 ft 9.2 ins; width 4 ft 11.9 ins; weight 1 ton 2 cwt 12 lbs.

Performance: Maximum speed (overdrive or direct top) 120 mph. Speeds in gears: overdrive third, 115 mph; third 95 mph; second, 60 mph; first 42 mph. Standing quarter-mile 17.6 s. Acceleration: 0-30 mph, 4.2 s; 0-50 mph, 7.4 s; 0-60 mph, 10 s; 0-80 mph, 17.3 s; 0-100 mph, 29.1 s.

Fuel consumption: 17 to 20 mpg.





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Triumph TR5 PI



The modern trend
in sports cars

NO car could better illustrate the modern trend in sports cars than the Triumph TR5 PI. Not so long ago, it was all right for a sports car to be rough, noisy, and uncomfortable as long as it went, steered, and stopped. The Triumph certainly goes, and it steers and stops admirably, but it also does just about everything else a little better than a good saloon could do it.

Much of this excellent behaviour can be attributed to the fuel injection system. Though the engine has six cylinders, it also has lots of overlap on the camshaft and a usefully high compression ratio. Yet its flexibility is almost beyond belief and it will pull briskly away in top gear from a mere crawl. This Triumph is the first British production car with the Lucas fuel injection system, and it would be fair to say that such a combination of performance and flexibility could not be possible if it were fitted with carburettors; not, in any case, with an engine of only 2.5 litres capacity.

Owing to these special characteristics, a four-speed gearbox is ample and there is no

need to specify an overdrive. On the standard final drive ratio, the rev counter needle can just about reach the red section of the dial, and that means a very genuine 120 mph. Though the top gear performance is so exceptional that one can overtake rapidly in this gear, the gearchange is really delightful and there is a great temptation to slip into that 90 mph third gear, just to have the fun of changing up again afterwards.

The car is substantially constructed and the relatively long engine puts a good deal of weight on the front wheels. The steering is quite quick and not too heavy but, as would be expected, the predominant characteristic is an understeering one. This is not carried to excess, and the resultant directional stability makes the TR5 a most effortless car on continental motorways. The Michelin XAS tyres suit the superior design admirably, and the machine is very fast and controllable through sweeping bends. The ride is remarkably comfortable, the bumps being well ironed out on all but the worst roads. The independent rear suspension certainly keeps the back wheels well on the road at all

times, which makes the car feel very safe on wet and slippery surfaces.

The brakes are well up to the speed and weight, though the hand-brake is not particularly potent; the pedal is light enough to be operated with ease by a feminine foot, thanks to a servo with a well-calculated leverage. Because the engine is so smooth, one is encouraged to drive the car fast, so the powerful brakes and safe roadholding are constantly exercised.

There are other things which are almost as important as performance. The Triumph has exceptionally comfortable seats with a semi-reclining attitude, which give good lateral location. The steering wheel is well placed, as is the gearlever, and the position of the pedals is ideal. So many sports cars make do with a crude heater and no provision for ventilation. The TR5 has cold air inlets at each end of the instrument panel which have an exceptional capacity and can be controlled to a nicety, while the heater is one of the more sophisticated types.

As the Triumph is mechanically quiet, there is not the usual temptation to put the hood down and let the noise out. Nevertheless, the occupants are well protected when the car is open and so fresh air motoring can be enjoyed to the full. The maximum speed is higher with the hood up, and although there is then some wind noise the fabric does not flap.

The mechanical refinement of the car is matched by its air of quality, the pleasant interior treatment and the fine external finish both complementing the advanced engineering features. The highly individual appearance contributes to the personality of what is certainly a car of character. In spite of its performance potential, the efficiency of the petrol injection system ensures reasonable fuel economy.

The Triumph TR5 PI is not an out-and-out sports car like the original TR2. Yet, it can do all the things that a sports car is supposed to do while remaining a comfortable, flexible, and luxurious touring car. It is not cheap, but I cannot think of another vehicle at its price which I would rather have as my companion for a long, fast journey. Technically, the fuel injection system confers obvious benefits and also adds greatly to the interest of driving the machine. Both Triumph and Lucas are to be congratulated on this joint effort.

Specification and Performance Data

Car tested: Triumph TR5 PI sports 2-seater, price £1260 13s 11d including PI.

Engine: 6-cylinders 74.4 mm × 95 mm (2498 cc).

Pushrod operated overhead valves. Compression ratio 9.5:1. 150 bhp (net) at 5500 rpm. Lucas fuel injection.

Transmission: Single dry plate diaphragm-spring clutch. 4-speed all-synchromesh gearbox with central remote-control lever, ratios 1.0, 1.33, 2.01 and 3.14:1.

Chassis-mounted hypoid final drive unit, ratio 3.45:1.

Chassis: Steel chassis with separate steel body. Independent front suspension by wishbones, helical springs, and telescopic dampers. Rack and pinion steering. Independent rear suspension by semi-trailing arms, helical springs, and lever-arm dampers.

Girling disc brakes front and rear with vacuum servo. Bolt-on pressed-steel disc wheels fitted 165-15 ins radial ply tyres.

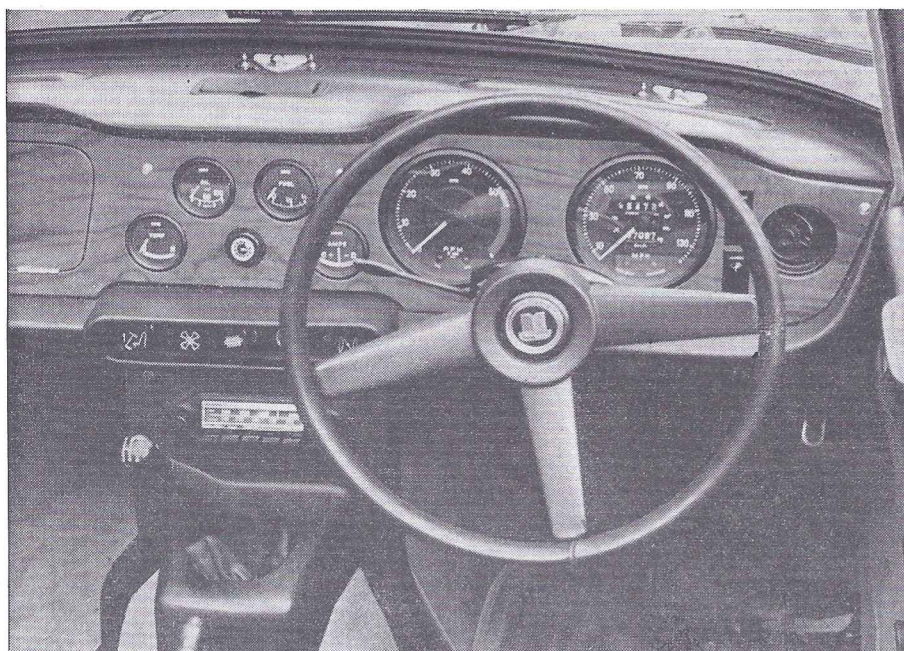
Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Ammeter. Oil pressure, water temperature, and fuel gauges. Heating, demisting, and ventilation system. 2-speed windscreen wipers and washers. Reversing lamps. Radio (extra).

Dimensions: Wheelbase 7 ft 4 ins; track (front), 4 ft 2 ins, (rear), 4 ft 1 in; overall length 12 ft 7 ins; width 4 ft 9.5 ins; weight 1 ton 84 lbs.

Performance: Maximum speed, 120 mph. Speeds in gears: third, 90 mph; second, 60 mph; first, 38 mph.

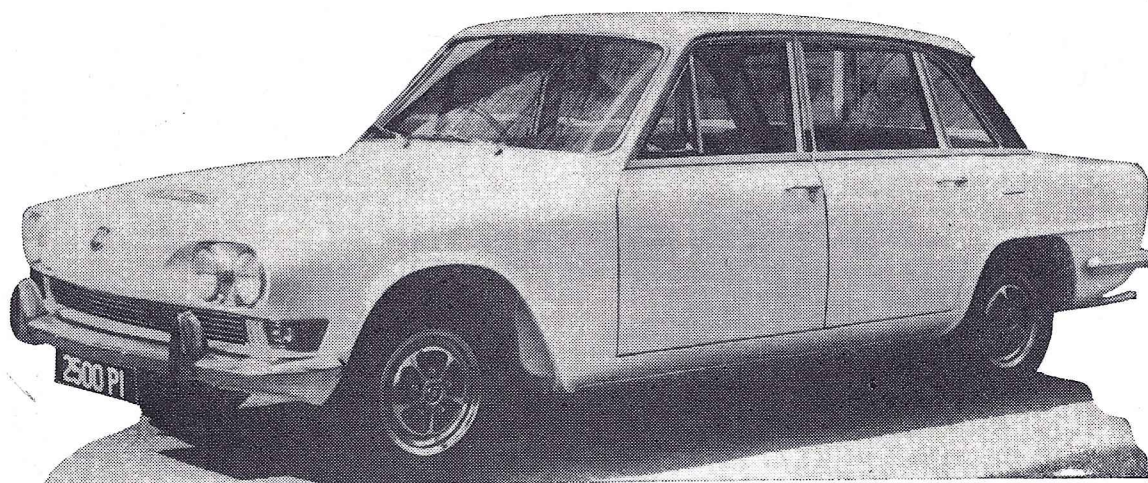
Standing quarter-mile, 16.6 s. Acceleration: 0-30 mph, 3 s; 0-50 mph, 6.4 s; 0-60 mph, 8.8 s; 0-80 mph, 15.8 s; 0-100 mph, 28 s.

Fuel consumption: 20 to 25 mpg.



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Triumph 2.5 PI



Fuel injection
proves its worth

THE Triumph 2000 is a very popular saloon car. Of advanced design, with independent suspension of all four wheels, this is a most luxurious vehicle with a very smooth six-cylinder engine. Now, it is available with the 2.5-litre engine of the TR5 sports car, which has fuel injection.

This very potent power unit develops 132 bhp, which is sufficient to turn a saloon with a quite brisk performance into a real flyer with a 110 mph maximum speed. Obviously, many British buyers will prefer the existing 2000 because opportunities to let the new car really gallop will be few in this country. On the other hand, the car will be in great demand in the civilised continental countries where 100 mph is considered a normal cruising gait, and some British buyers will recognise its acceleration as the safety feature which it undoubtedly is. So, although the 2.5 PI will not compete directly with the 2000, it will greatly extend the ranks of Triumph owners in an upward direction.

The same steel body-chassis structure is used, with MacPherson front suspension geometry and semi-trailing arms behind. Thicker brake discs have been installed to cope with the extra speed, and a larger servo enables a master cylinder of greater diameter to be employed. The greater change, which emphasises the impressive torque of the fuel injection engine, is in the ratio of the final drive, which goes from 4.1:1 to 3.45:1. As the new power unit pulls strongly from 1200 rpm onwards, the top-gear acceleration is markedly improved, in spite of the much higher gearing, and maximum torque is developed at 2000 rpm, which is equivalent to 152 psi BMEP. Though the body is of the same shape as that of the 2000, some styling changes distinguish the two cars for the alert observer.

On the road, the new Triumph saloon gives a most impressive performance. The engine does not idle as smoothly as some six-cylinder units, but once on the move its

flexibility is all but incredible for its size. In fact, the car picks up speed effortlessly like a big V8, and the gearlever need seldom be used. However, the ratios are well chosen, though the operation of the gearbox is not as light and precise as it might be. Acceleration from a standstill to 60 mph in about 10½ secs places the Triumph in a class of its own among medium-sized British saloons.

The engine revs very smoothly up to its peak at 5450 rpm and there is an automatic ignition cutout which operates at 5800 rpm, so there is no fear of over-stressing the willing power unit. Actually, one seldom exceeds 4000 rpm in normal driving because the torque in the middle ranges is so good. The engine and transmission are quiet, which is matched by effective insulation of the body from road noise; nor is wind noise obtrusive.

Though the engine is that of the TR5 sports car, the saloon is a much "softer" car to handle. Nevertheless, it responds well to the steering and is well balanced on corners, sitting down firmly on bumpy roads. There is no appreciable change in weight distribution, and so the 2.5 PI shares the good roadholding of the 2000. The new brakes are outstanding, with marked resistance to fading on mountainous French roads, and the pedal pressure is very moderate.

In spite of its more potent engine and higher gearing, the new Triumph is entirely happy to wander slowly along in top gear. Some owners will probably be satisfied to talk about 110 mph motoring in the golf club while never exceeding a virtuous 69 mph on the road, but even they will revel in the flexibility and acceleration from low speeds of the car. Such a driver will probably record an appreciably better fuel consumption than his neighbour with a carburettor-equipped 2000.

Fuel injection has many theoretical advantages and nobody would attempt to run a Grand Prix car without it. This Triumph proves that the virtues of the system are just as valuable when it is applied to a normal saloon. Not only is it just as fast as the fleet Continentals with which it will compete but it far excels most of them in flexibility.

Specification and Performance Data

Car tested: Triumph 2.5 PI saloon, price £1449 16s 1d including PT.

Engine: Six cylinders 74.7 mm x 95 mm (2498 cc). Pushrod-operated overhead valves. Compression ratio 9.5:1. 132 bhp at 5450 rpm. Lucas fuel injection, Lucas coil and distributor.

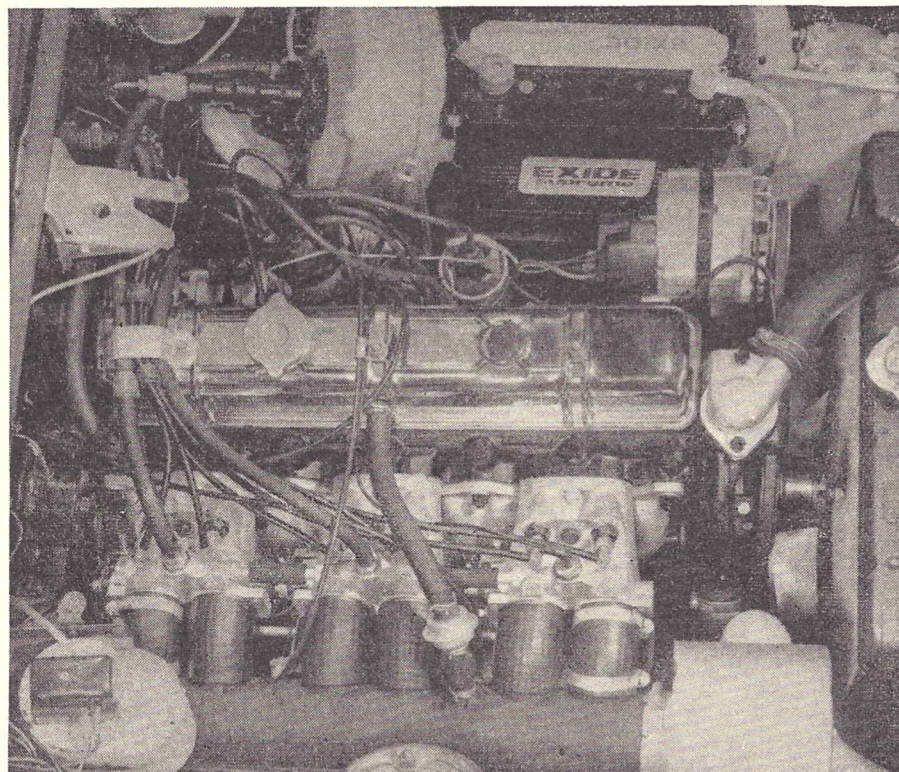
Transmission: Single dry plate diaphragm spring clutch with hydraulic operation. 4-speed all-synchromesh gearbox with central remote control, ratios 1.0, 1.386, 2.10 and 3.281:1. Hypoid final drive, ratio 3.45:1.

Chassis: Combined steel chassis and body. Independent front suspension by MacPherson struts with telescopic dampers, helical springs, and lower wishbones. Rack and pinion steering. Independent rear suspension by semi-trailing arms with helical springs and telescopic dampers. Front disc and rear drum brakes. Bolt-on disc wheels fitted Goodyear 185-SR13/G800 tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Water temperature and fuel gauges. Ammeter. Heating, demisting and ventilation system. Cigar lighter. Flashing direction indicators. Reversing lamps.

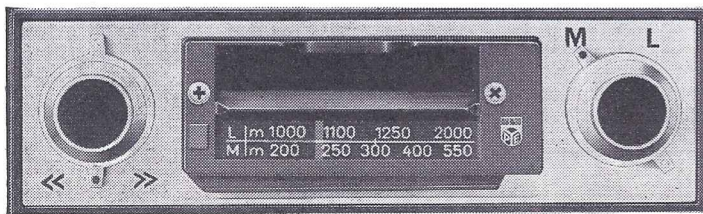
Dimensions: Wheelbase, 8 ft 10 ins; track (front), 4 ft 4 ins, (rear), 4 ft 2½ ins; overall length, 14 ft 5½ ins; width, 5 ft 5 ins; weight, 1 ton 3 cwt 56 lbs.

Performance: Maximum speed, 110 mph (approx). Acceleration: 0-50 mph, 7.5 s; 0-60 mph, 10.5 s; 0-70 mph, 13.5 s.



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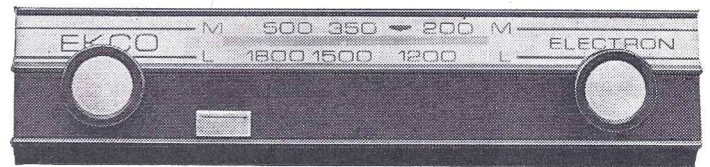


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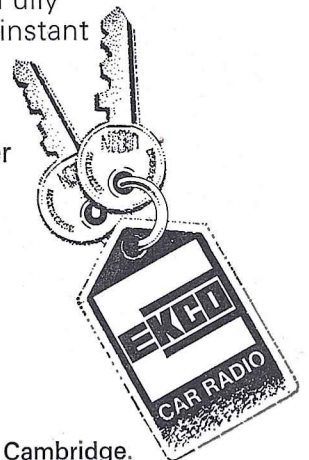


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Daimler V8-250



**Eight little cylinders
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GOTTLIEB DAIMLER was one of the greatest pioneers of the internal combustion engine, and it is curious that his own firm now carries the name of a lady called Mercedes and that of his rival, Benz, whereas the British offshoot still bears the proud title. The Daimler Co of Coventry built high-performance cars in its early years, and King Edward VII was an enthusiastic patron. There followed the stodgy, sleeve-valve era and Daimler, with Lanchester, was absorbed by BSA. After the Docker period, Daimler suddenly produced exciting eight-cylinder cars, and the Turner-designed 2.5 litre unit still survives after the Jaguar and British Leyland take-overs.

The subject of this test is the V8-250, of which the engine was originally intended for the SP 250 sports car. Now, it propels the steel saloon body which, in essentials, is that of the

Mk 2 Jaguar. This is a gay little unit which likes to rev, and at first it was rather stifled by its automatic gearbox. The performance figures were good, but on the road one missed a close-ratio gearbox for rapid overtaking and fast cornering. Now, a manual box is offered, and so I hastened to try the car again.

The saloon body is very substantial and the performance is therefore more than creditable. In particular, the car runs up quite quickly to an indicated 118 mph, which the pitiless hand of the stopwatch translates as a true 112 mph. With the automatic box, the engine could over-rev in top, and when timing the car some years ago I burst a dynamo pulley. The present car has an overdrive, and it can achieve as high a maximum speed as the earlier model with something like 1000 rpm in hand.

The gearbox has pleasantly close ratios, and though I admit to nudging the red to get 60 mph

in second gear, the spacing suits the engine very well. The test car had a small fault, tending to drop out of first and third speeds on the over-run. I hasten to add that it was like that when I got it, and the trouble did not result from my energetic stirring of the ratios!

The handling is a little better than that of the equivalent Jaguar, due to the shorter and lighter engine. There is some roll during violent cornering but the machine is well balanced, with just enough understeer to give stability at speed. The steering is never heavy, but it is noticeably low-geared when taking fast bends. The ride is comfortable on typical British roads, with some up-and-down movement on bumpy surfaces. The brakes are naturally well up to the speed and weight of the car, though one cannot see the point of the rather awkwardly placed hand-brake on the right of the driver's seat.

Although the engine has sporting antecedents and was the work of a great motorcycle designer, it is remarkably flexible. There is not much punch at low speeds but the unit is completely smooth and will crawl and idle in traffic indefinitely. It has a great reputation for flinging single-seaters up hills and it would be small enough to power a really compact sports car.

However, let us return to our luxury saloon. The interior furnishing is in typical Jaguar style, and only a modern system of adjustable face-level ventilation is missing. The seats are comfortable for long journeys and the less agile can get in and out of the rear compartment easily. Perhaps the more energetic type of driver would ask for more positive lateral location, but the comfort of all the occupants has been well studied. The engine is never noisy, and there is little sign of the usual uneven exhaust note of a V8. Driven hard, the car will average less than 20 mpg, but it is, after all, a substantial vehicle.

The Daimler V8-250 is a dignified carriage with an engine of sporting type. Now that it is available with a manual gearbox, the owner can enjoy the sporting side of its character without prejudice to its more stately virtues. With a relatively small thoroughbred engine of this calibre, the automatic gearbox is still not the best answer.

Specification and Performance Data

Car tested: Daimler V8-250 four-door saloon, with overdrive, price £1785 17s 2d including PT.

Engine: Eight cylinders 76.2 mm × 69.85 mm (2548 cc). Pushrod-operated overhead valves. 140 bhp at 5800 rpm. Twin SU carburettors. Lucas coil and distributor.

Transmission: Single dry plate diaphragm spring clutch. 4-speed all-synchromesh gearbox with central control and Laycock-de Normanville overdrive. Hypoid rear axle. Overall ratios 3.56 (O.D.) 4.55, 6.04, 8.98, and 13.85:1.

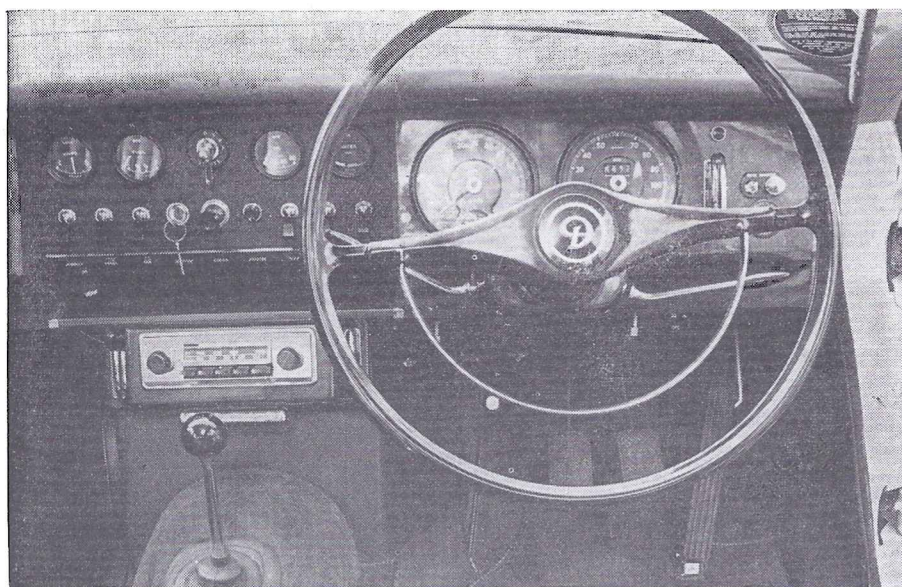
Chassis: Combined steel body and chassis. Independent front suspension by semi-trailing wishbones and helical springs. Recirculating ball steering gear. Rigid rear axle on cantilever springs with radius arms and anti-roll bar. Telescopic dampers all round. Disc brakes all round with vacuum servo. Bolt-on disc wheels fitted Dunlop 6.40-15 ins tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer, rev counter and ammeter. Oil pressure, water temperature, and fuel gauges. Clock & Cigar lighter. Heating, demisting and ventilation system. Twin fog lamps. Reversing light. Windscreen wipers and washers. Flashing direction indicators. Radio (extra).

Dimensions: Wheelbase 8 ft 11.375 ins; track (front), 4 ft 7 ins; (rear), 4 ft 5.375 ins; overall length 15 ft 0.75 in; width 5 ft 6.75 ins.

Performance: Maximum speed 112 mph. Speeds in gears: direct top 106 mph; third 78 mph; second 60 mph; first 37 mph. Standing quarter-mile 18 s. Acceleration: 0-30 mph 3.8 s; 0-50 mph 8.9 s; 0-60 mph 11.2 s; 0-80 mph 22 s.

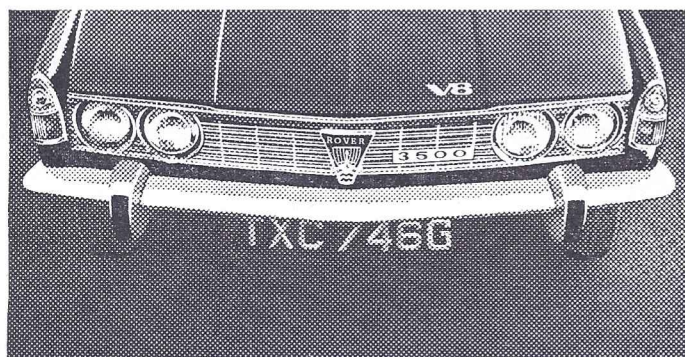
Fuel consumption: 18 to 22 mpg.



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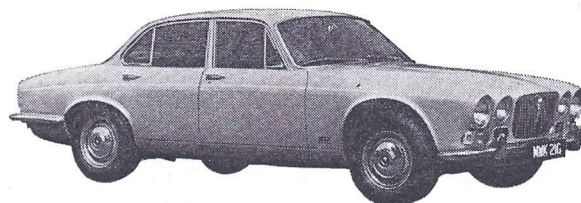
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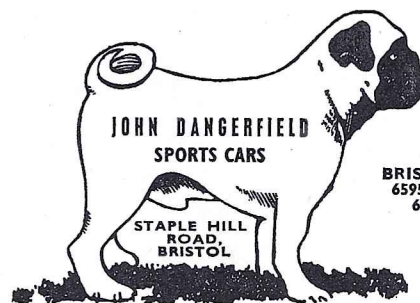
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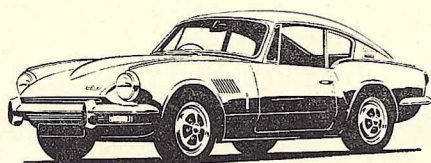
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2.5 PI



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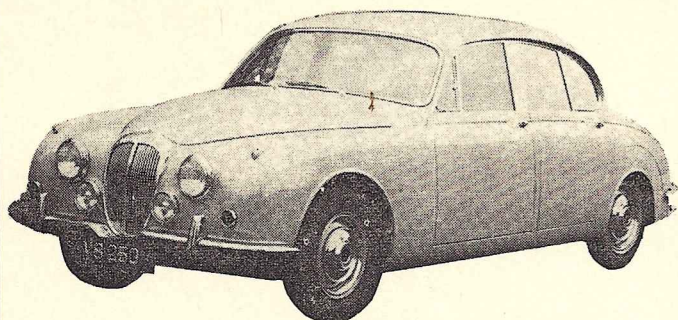
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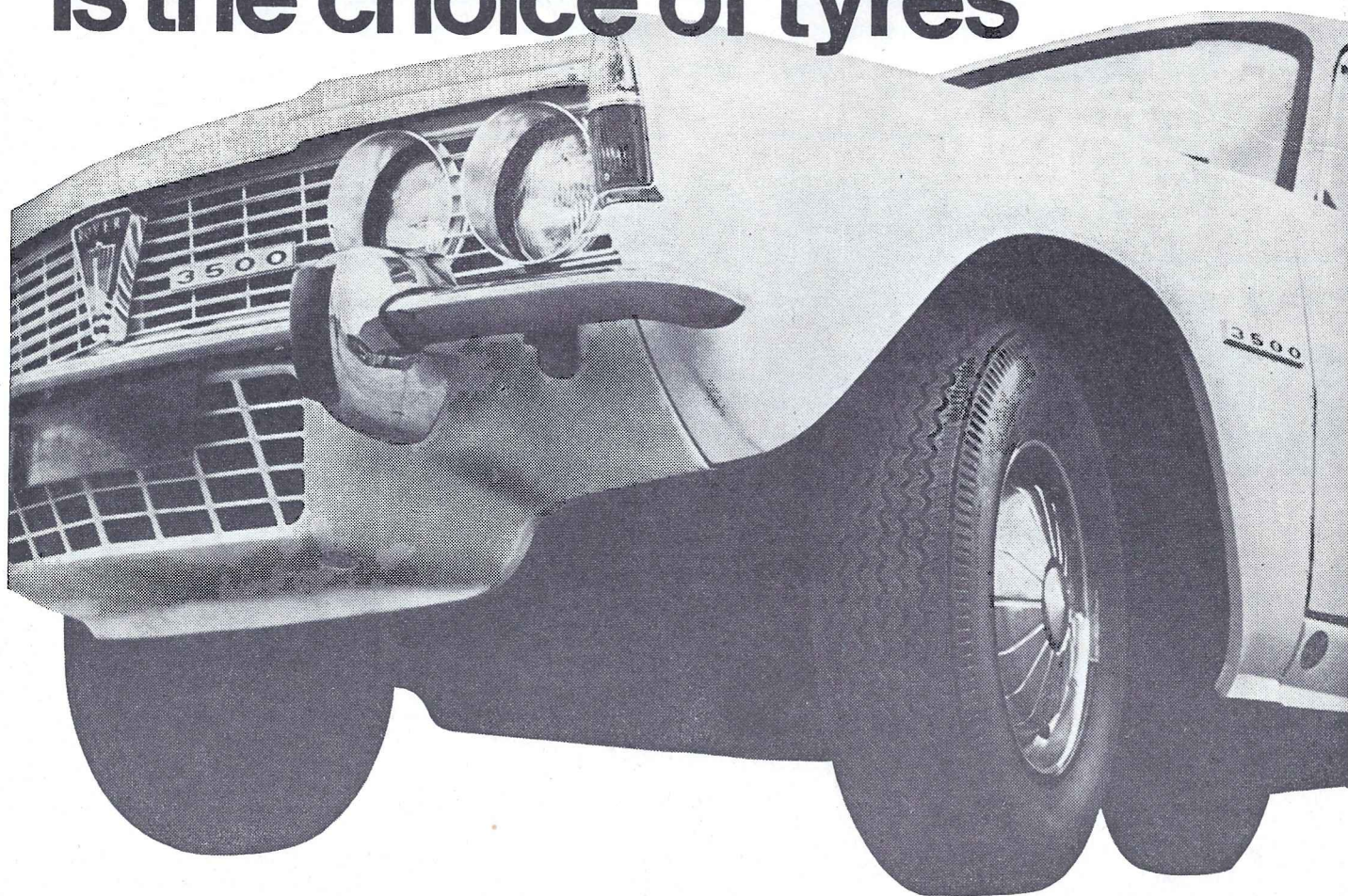
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NOTHING seems easier than to put a bigger engine in a small car, but most attempts to do this are doomed to failure. If the conversion entails extra cast iron ahead of the front hubs, handling problems are almost certain. There are two ways of avoiding this trouble, and Rovers have used both of them. In the first place, your bigger engine should have its cylinders in a vee, and secondly it should be cast in light alloy. By doing these things, Rovers have kept a similar weight distribution to that of the 2000.

The new car has the same external dimensions as the four-cylinder model and also the same amount of room inside. For people wanting a more spacious or chauffeur-driven car, there is a bigger Rover, but the whole charm of the Three Thousand Five would be lost if it were allowed to grow. It extends the range of the 2000 without competing with it, and it adds silent speed and effortless acceleration to the virtues of that car.

There are a few changes, of course. Because the car can maintain a greater sustained speed, it has a higher gear (lower numerical ratio) in its chassis-mounted hypoid-drive unit and a stronger

differential looks after the extra torque. Wider wheel rims carry special Avon radial ply tyres and the suspension has been stiffened up at both ends, the re-circulating ball steering gear giving a little more leverage to cope with the bigger tyres. Again with the greater speed potential in mind, the brakes have been beefed up.

These various changes add little to the weight and the engine is just about as light as the OHC four, but the automatic gearbox, which is at present the only transmission offered, is naturally somewhat heavier than the manual box of the 2000. The unusual front suspension geometry of the smaller model is retained as is the successful de Dion rear end with its "solid" driveshafts and telescopic axle tube.

The seating is comfortable and the rake of the steering column is instantly adjustable. Because of the very refined engine, the car gives a much greater feeling of luxury than the smaller model. Driven with moderation it is an exceptionally flexible and responsive car which will endear it particularly to members of the fair sex. At first, the more hairy-chested drivers may wonder where that extra 75 bhp has gone. This is

because the automatic gearbox tends to change up rather early and it transforms the performance of the machine to hold the lower gears manually. Then, the V8 can enjoy its full capacity for revs and the Rover really gets a move on.

Similarly, I was expecting rather more than a mean maximum speed of 115 mph, but the car would certainly exceed 120 mph with a normal clutch and gearbox. Let us hope that transmission options will become available later on. The automatic box suits British conditions very well but for ultimate performance on the Continent it would be fun to have a do-it-yourself box.

On typical British roads, the car rides very well indeed, though in France I found some surfaces which caused sharp up-and-down movement. A strong understeering characteristic is accompanied by a good deal of roll on corners but in general the V8 handles rather better than the 2000 TC, both cars sharing a tendency to be deflected by gusts of wind at over 100 mph. This can be largely ignored, however, the natural stability ensuring that no serious swerving develops.

Very high praise must be given to the brakes and to the rock-steady handling of the car during emergency stops. The servo gives light pedal operation without losing the proper progressive response. The steering is light during normal driving but tends to be heavy for parking, as power assistance is not yet available.

The heating, demisting, and ventilation system is very effective, the cool air intakes being arranged so that they do not freeze the driver's hands when focused for breathing. Electrical heating of the rear window avoids misting up. The instruments and minor controls are well arranged, though the speedometer might be more attractively presented.

It is wise of the Rover Car Co to produce two entirely different cars with the same V8 engine. The big 3.5 litre is silence and luxury personified, and an ideal chauffeur-driven carriage. The subject of the present test is a lively and compact car for the man or woman who enjoys driving. It falls neatly between the largest model and the four-cylinder range and is almost ideal for British driving conditions.

Specification and Performance Data

Car tested: Rover 3500 four-door saloon, price £1790 19s 5d including PT.

Engine: Eight cylinders in 90 deg vee, 88.9 mm x 71.12 mm (3528 cc). Light alloy block and heads with pushrod-operated overhead valves. Compression ratio 10.5:1. 160.5 bhp (net) at 5200 rpm. Twin SU carburettors. Lucas coil and distributor.

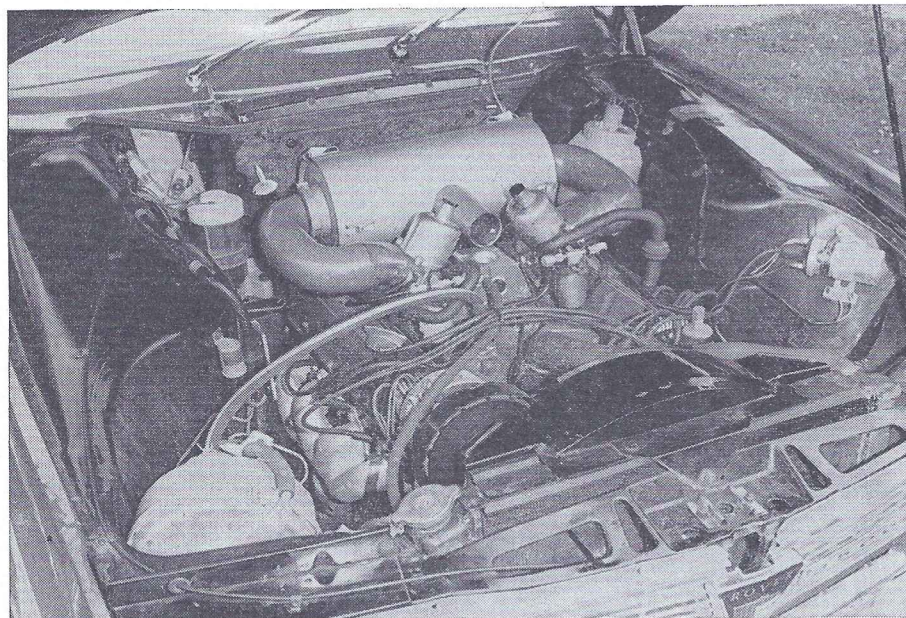
Transmission: Borg Warner three-speed automatic gearbox with torque converter and short central lever on quadrant. Chassis-mounted hypoid unit, ratio 3.08:1.

Chassis: Steel base unit with bolt-on detachable panels. Independent front suspension with lower wishbones, upper leading links with horizontal helical springs and anti-roll torsion bar. Recirculating ball steering. Rear de Dion axle on helical springs, with constant-length articulated shafts giving lateral location and fore-and-aft Watts linkages. Telescopic dampers all round. Girling disc brakes all round, inboard at rear. Bolt-on disc wheels fitted Avon radial ply tyres 185 x 14 ins.

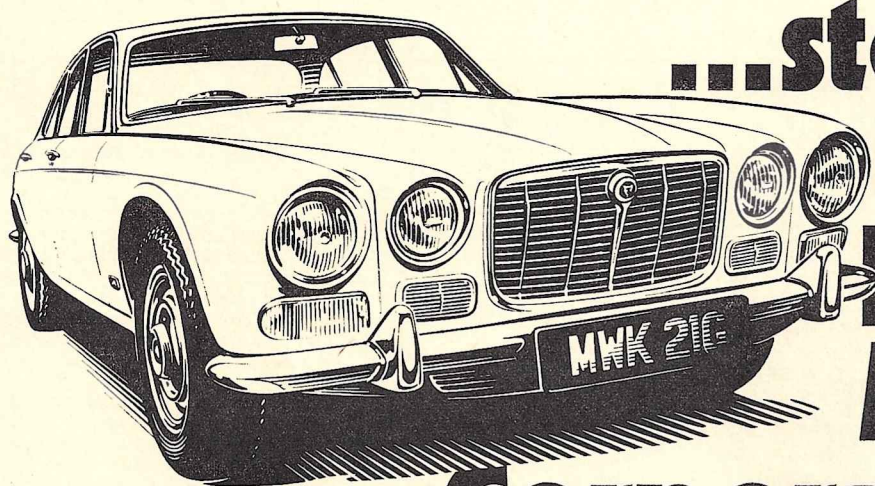
Equipment: 12-volt lighting and starting with alternator. Speedometer; fuel and temperature gauges; clock; heating, demisting, and ventilation system with electrically heated rear window. Windscreen wipers and washers; reversing lamps; reserve petrol tap. Flashing direction indicators; cigar lighter; radio (extra).

Dimensions: Wheelbase 8 ft 7.5 ins; track (front), 4 ft 5.4 ins, (rear) 4 ft 4.5 ins; overall length 14 ft 11 ins; width 5 ft 6 ins; weight 1 ton 6 cwt 34 lbs.

Performance: Maximum speed 115 mph. Standing quarter-mile 18.2 s. Acceleration: 0-30 mph 4 s; 0-50 mph 8.1 s; 0-60 mph 10.4 s; 0-80 mph 18.5 s. Fuel consumption: 17 to 20 mpg.



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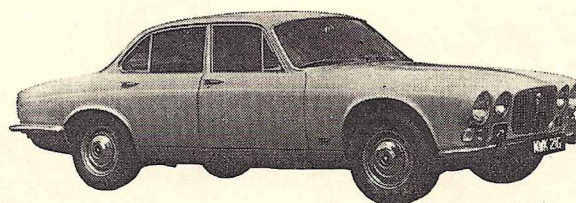
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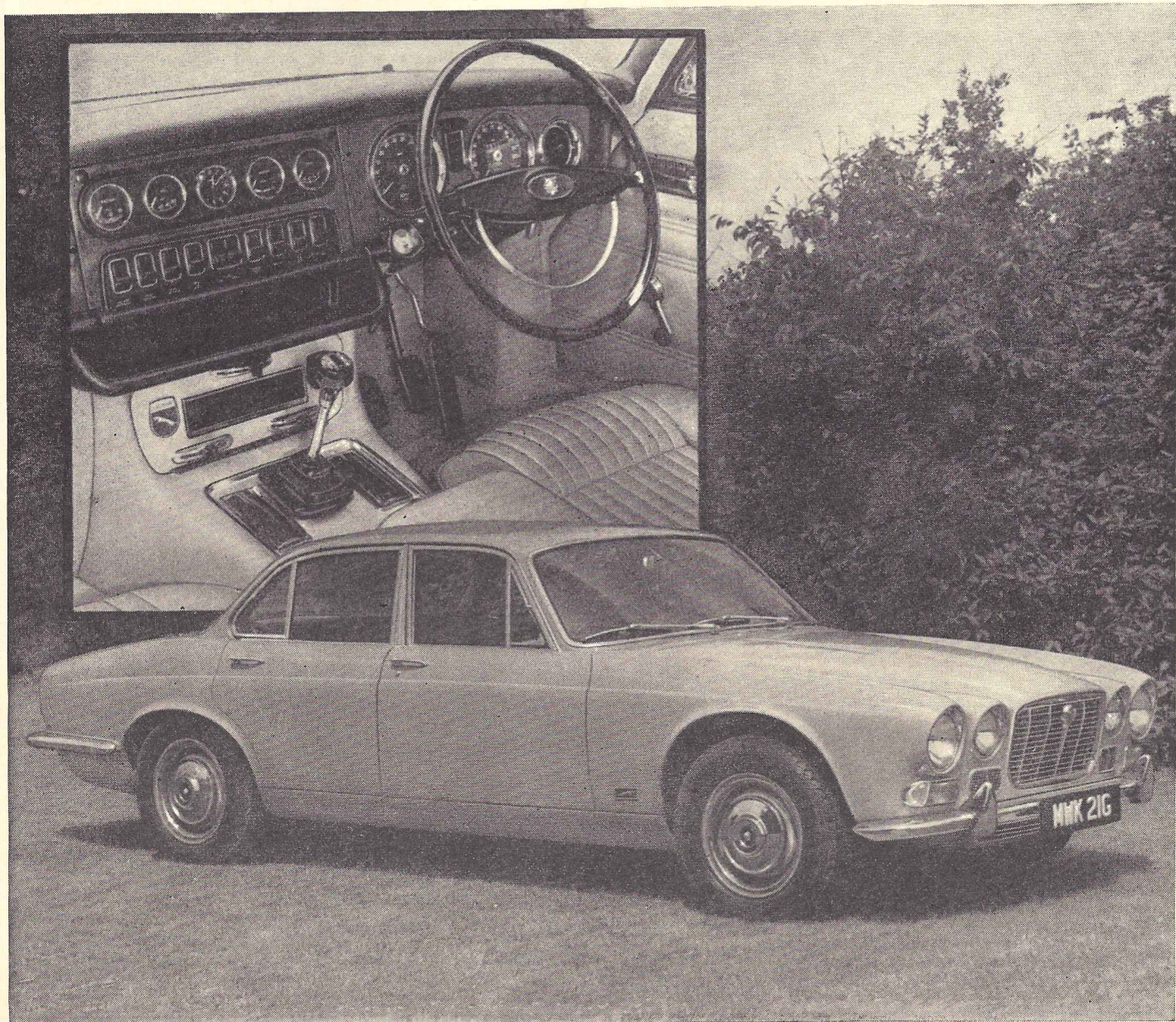
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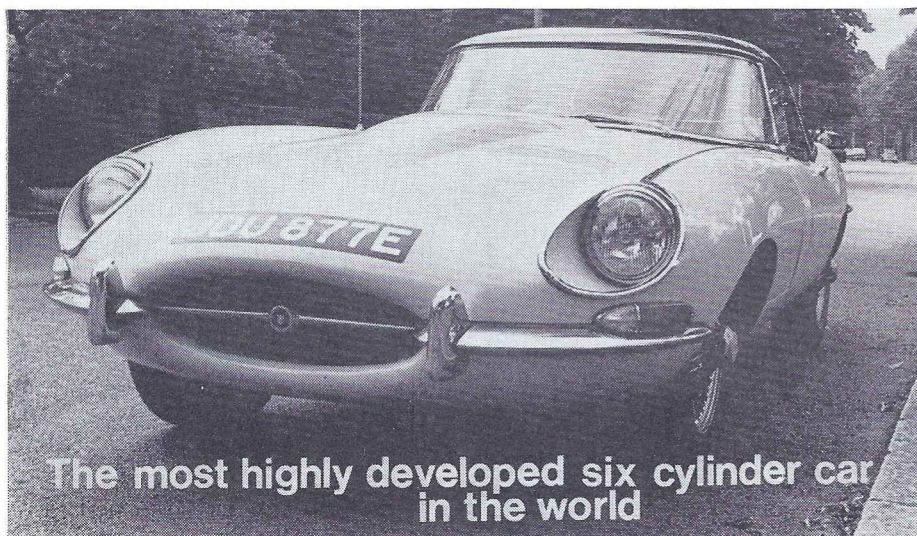
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Jaguar E-type



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YOU can say what you like about the compact V8 but there is something special about a big "six". Its superb song at full revs is incomparably more beautiful than the uneven commotion produced by its eight-cylinder rival. It cannot be beaten for balance, and the record of Jaguar Le Mans victories is sufficient proof of its speed and stamina.

The E-type, of course, has the famous twin-cam power unit, and it provides a worthy chassis to house this potent piece of machinery. What matter if the long cylinder block takes up almost more room than the human freight. As a definition of a real sports car, a long bonnet full of engine, followed by two seats and a small luggage boot, is no bad specification.

I have driven many E-types, and indeed my original road test, which appeared in *AUTOSPORT* on March 17 1961, was the first full description with all performance figures. *AUTOSPORT* sold right out that week and we had an angry queue at our door, demanding more copies. Since then, there have been many changes in the car. Of these, the most important improvement has been the all-synchromesh gearbox, with the

reorganisation of the servo brakes a good second. The engine size has gone up to 4.2 litres, and though the bigger unit does not rev so freely, it has extra torque just where it is wanted and the performance is more effortless in consequence.

Before writing this report, I took over yet another E-type and found that all the alterations really are improvements. There is more room for the driver, with greater space around the pedals and an extended range of adjustment for the seat, which is extremely comfortable. The gearlever has shorter movements and gives a much faster change, while the brakes are so much better that no comparison is possible. They still get fairly hot, but no fading is ever experienced and the hand brake is now quite effective.

The steering is more accurate and the car needs less holding at high speeds. Much of this is probably due to Dunlops, for there has been a tyre revolution since the first E-type was put into my eager hands. The deletion of the transparent streamlined fairings from the lamps has put an end to all that angry flashing, by

people who were still dazzled when one had dipped. Nevertheless, the drag has been sensibly increased and this is certainly one of the reasons why the car will no longer achieve 150 mph, as the first ones did. However, the larger engine peaks at 5400 rpm, which is equivalent to 134 mph, so it begins to run out of revs above 140 mph. The latest radial ply tyres hardly expand at all at high speeds, whereas the old ones increased their diameter so markedly with centrifugal force that they literally became an automatic overdrive.

The test car was an open two-seater, fitted with a detachable hard-top. The hood was still folded away, and though it occupied some useful space, it was pleasant to have it there in case one wished to leave the hard-top in the garage. In this form, the shallow screen gives a rather beetle-browed effect but the driver's field of vision is quite satisfactory. There is a lack of provision for proper ventilation and it is hard to choose between suffocation and a cold draught. The E-type does not cook the occupants in the way it did, but a good deal of heat still rises from the central tunnel.

The car is narrower than most big GT models, which makes it feel small and nippy in traffic. It runs at very high speeds without any feeling that the engine is being over-stressed, as would be expected from its racing pedigree. The top gear flexibility is excellent but the new gearbox is there to be used, enabling overtaking to be carried out so quickly that all danger is virtually eliminated. The efficient shape and low frontal area of the body, coupled with the highly developed porting and low friction losses of the engine, make the E-type an outstandingly economical car. Well over 20 mpg is normal, even when speeds are attained which would horrify our beloved rulers.

The Jaguar E-type is one of the world's great cars. After seven years, it still gives a performance which puts it right among the glamorous vehicles costing more than twice its price. It is beautifully balanced, comfortable on bad roads, and always handles like a sports car. It is now a familiar sight on the roads of every country but it still attracts admiring glances. Above all, it has built into it all the know-how that was acquired at *Les Vingt Quatre Heures du Mans*.

Specification and Performance Data

Car tested: Jaguar E-type 2-seater, price £2116 16s 1d including PT.

Engine: Six cylinders, 92.1 mm x 106 mm (4235 cc). Twin chain-driven overhead camshafts. Compression ratio 9:1. 265 bhp (gross) at 5400 rpm. Three SU carburettors. Lucas coil and distributor.

Transmission: Single dry plate diaphragm spring clutch. 4-speed all-synchromesh gearbox with central remote control gearbox, ratios 1.0, 1.328, 1.973, and 3.04:1. Hypoid final drive, ratio 3.07:1.

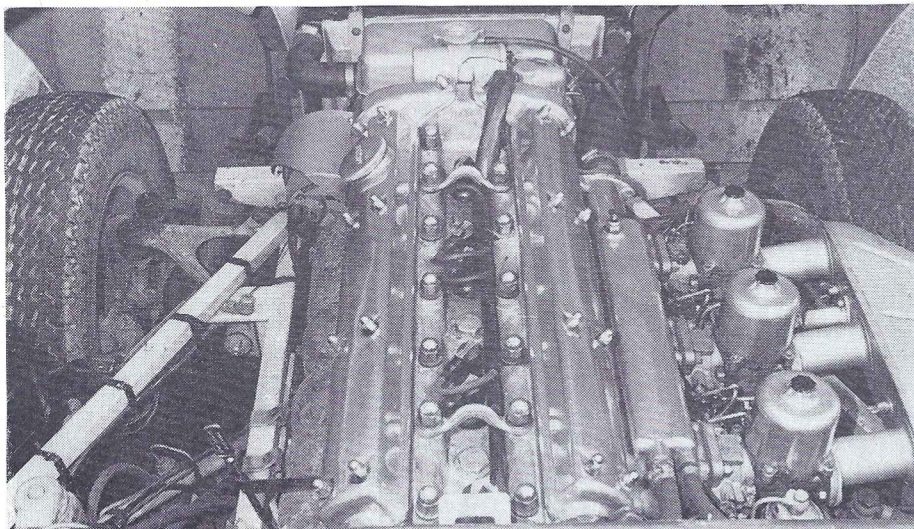
Chassis: Combined steel body and chassis with separate front and rear sub-frames. Independent front suspension with wishbones, torsion bars, and anti-roll bar. Rack and pinion steering. Independent rear suspension by wishbones, fixed-length driveshafts, radius arms, and two pairs of helical springs. Telescopic dampers all round. Disc brakes all round with vacuum servo. Centre-locking wire wheels fitted Dunlop 185-15 radial ply tyres.

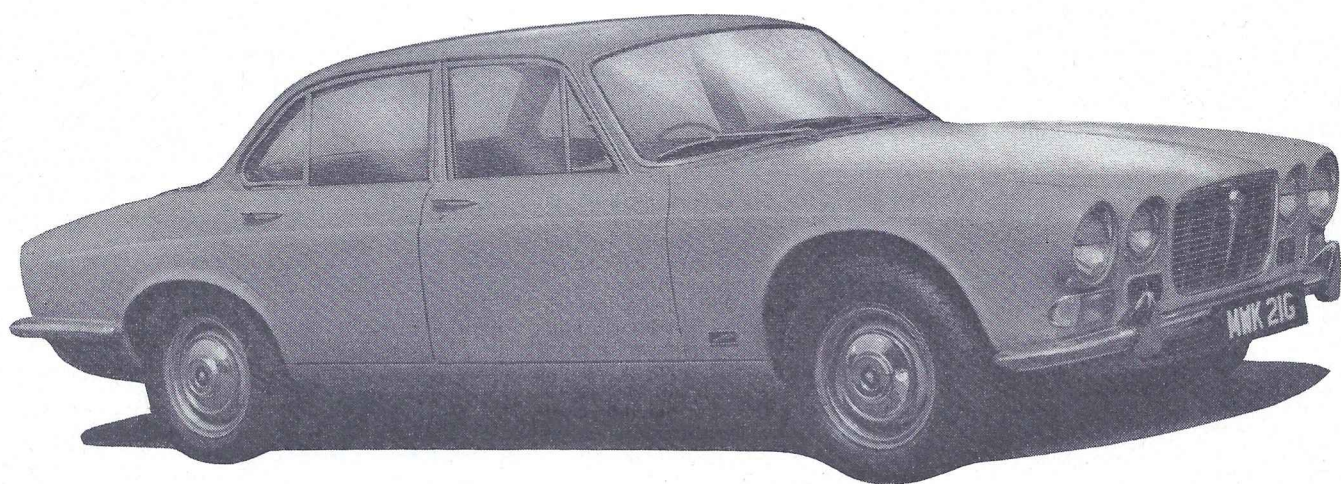
Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Ammeter. Water temperature, oil pressure, and fuel gauges. Clock. Heating, demisting, and ventilation system. Windscreen wipers and washers. Cigar lighter. Flashing direction indicators. Reversing lamps. Radio (extra).

Dimensions: Wheelbase 8 ft; track (front) 6 ft 2 ins (rear) 4 ft 2 ins; overall length 14 ft 7.3 ins; width 5 ft 5.25 ins; weight 1 ton 5 cwt 1 qr.

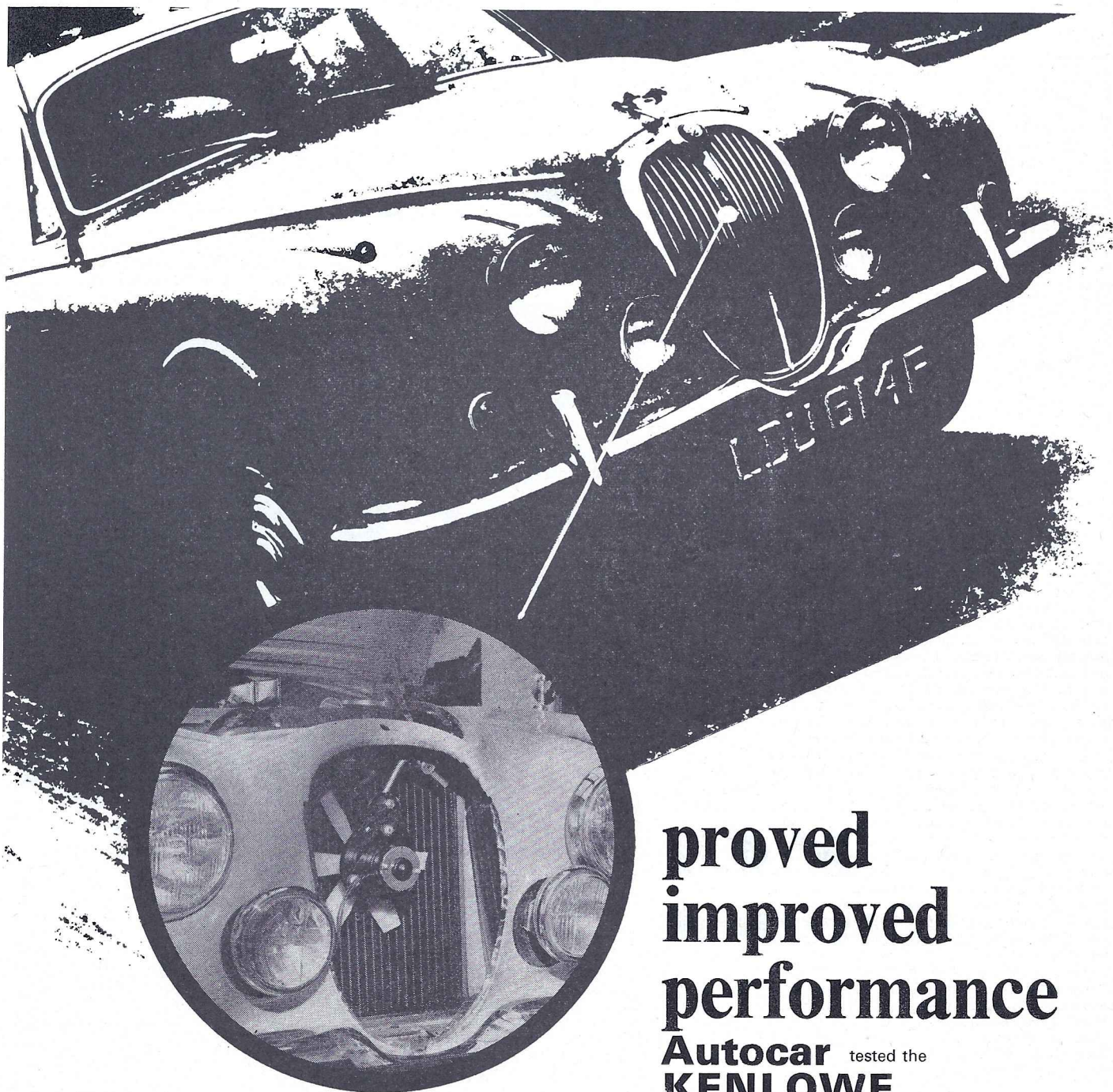
Performance: Maximum speed 142 mph. Speeds in gears: third, 110 mph, second 80 mph, first 51 mph. Standing quarter-mile 14.9 s. Acceleration: 0-30 mph 2.8 s; 0-50 mph 5.5 s; 0-60 mph 7.2 s; 0-80 mph 12.2 s; 0-100 mph 17 s; 0-120 mph 30 s.

Fuel consumption: 20 to 25 mpg.





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Jaguar XJ6



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THE Jaguar image is a very special one. Although sports cars, with their victorious Le Mans background, form a part of it, very fast and luxurious saloons are the basis of the legend. Now, the time has come to take another step forward. A new look is required, new techniques render earlier models out of date, and more stringent requirements must be met if the cars are to be sold on the American market.

Accordingly, manufacture of the 340, 420 and "S" types has ceased. An entirely new saloon has been announced which is longer, lower, wider and lighter. The body is of very attractive appearance and is stressed so that most of the structural strength is developed in the lower section of the monocoque, with its longitudinal reinforcing members, and the scuttle and rear-end structures. This means that slim pillars can carry a shallow roof, giving the light appearance and large window area that is so very much "in" nowadays.

This new body-cum-chassis is carried on independent suspension front and rear, with the extremely wide tracks of 4 ft 10 in and 4 ft 10½ in respectively. The front suspension is entirely new, incorporating anti-dive geometry. It has forged wishbones and an anti-roll bar with helical springs, and

the telescopic dampers are mounted as far outboard as possible for maximum effect. A new rack and pinion steering gear is used, power-assisted except in the case of the least expensive versions, and the whole front suspension assembly is mounted on an insulated sub-frame, which also supports the rubber mountings of the engine.

The independent rear suspension follows recent Jaguar practice with wishbones, fixed-length driveshafts, and radius arms. The twin helical springs are either side of the driveshafts and the inboard disc brakes are mounted with the hypoid unit, the complete aggregate being again on an insulated sub-frame.

At present, two six-cylinder engines are offered to choice, of 2.8 litres and 4.2 litres respectively. I was able to drive a 4.2-litre model with automatic transmission in conditions which included fast country roads with many varieties of corners, small lanes and heavy traffic. The performance figures on the data panel were obtained with another car with manual transmission, however.

It is at once obvious that the new model rolls far less than the previous cars did. A new type of Dunlop radial tyre adds greatly to the cornering power and the handling is really outstanding. One soon

forgets the large overall dimensions, for this big luxury saloon handles like a little sports car. It can be simply flung into corners and it grips the road like glue, displaying neither marked understeer nor oversteer. The roadholding is particularly satisfying on very fast bends, and bumps never cause the tyres to unstick.

Because of the absence of roll, and owing to the freedom from nose-diving under heavy braking, the passengers remain undisturbed in their seats when the driver is in a hurry. This greatly increases the average speed, for nobody would wish to cause his passengers discomfort. With the automatic transmission, some of the changes are not as smooth as those of modern American cars, but a crash programme of automatic gearbox development should ensure a smooth performance when the cars reach the public. With the synchromesh gearbox, a Laycock-de Normanville overdrive is available, which is ideal for very fast cruising on the Continent.

The absence of road noise is most impressive, and though one might just detect the hardness of radial ply tyres at very low speeds, once the car is moving the riding comfort is excellent indeed. The new engine mounting kills all vibration and the machinery can hardly be heard when the car is in motion. The new Jaguar is a very good-looking car and its roadholding, steering and brakes make it an exceedingly safe one. It is full of safety features, but the best is its ability to avoid an accident, even when another driver is bent on having one.

Under the bonnet, there is a great deal of space which makes maintenance tasks easy. It is likely that a larger V-type engine will eventually be available, in addition to the race-bred "sixes," and there is certainly plenty of room for such a unit. The latest Jaguar has the qualities that made the name famous and many new ones besides.

Specification and Performance Data

Car tested: Jaguar XJ6 4-door saloon.

Engine: Six cylinders 92.07 mm x 106 mm (4235 cc). Twin chain-driven overhead camshafts. Compression ratio 8:1. 245 bhp at 5500 rpm. Twin SU carburettors. Lucas coil and distributor.

Transmission: 4-speed all-synchromesh gearbox, with optional overdrive, or automatic gearbox. Overall ratios (manual), 2.94 (OD), 3.77, 5.23, 7.18 and 11.04:1. (Automatic) 3.54/7.08, 5.16/10.32 and 8.5/17.0:1. Hypoid final drive.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Power-assisted rack and pinion steering. Independent rear suspension by wishbones, fixed-length driveshafts and radius arms, with twin helical springs. Telescopic dampers all round. Disc brakes all round, inboard at rear, with dual circuits and vacuum servo. Bolt-on disc wheels fitted Dunlop SP-Sport radial ply tyres, size E70 VR15.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Oil pressure, water temperature, fuel and battery meters. Clock. Cigar-lighter. Heating, demisting and ventilation system with Posivent air extraction. Windscreen wipers and washers. Flashing direction indicators. Reversing lamps. Radio (extra).

Dimensions: Wheelbase, 9 ft 0½ in; track (front), 4 ft 10 in; (rear) 4 ft 10½ in; overall length, 15 ft 9½ in; width, 5 ft 9½ in.

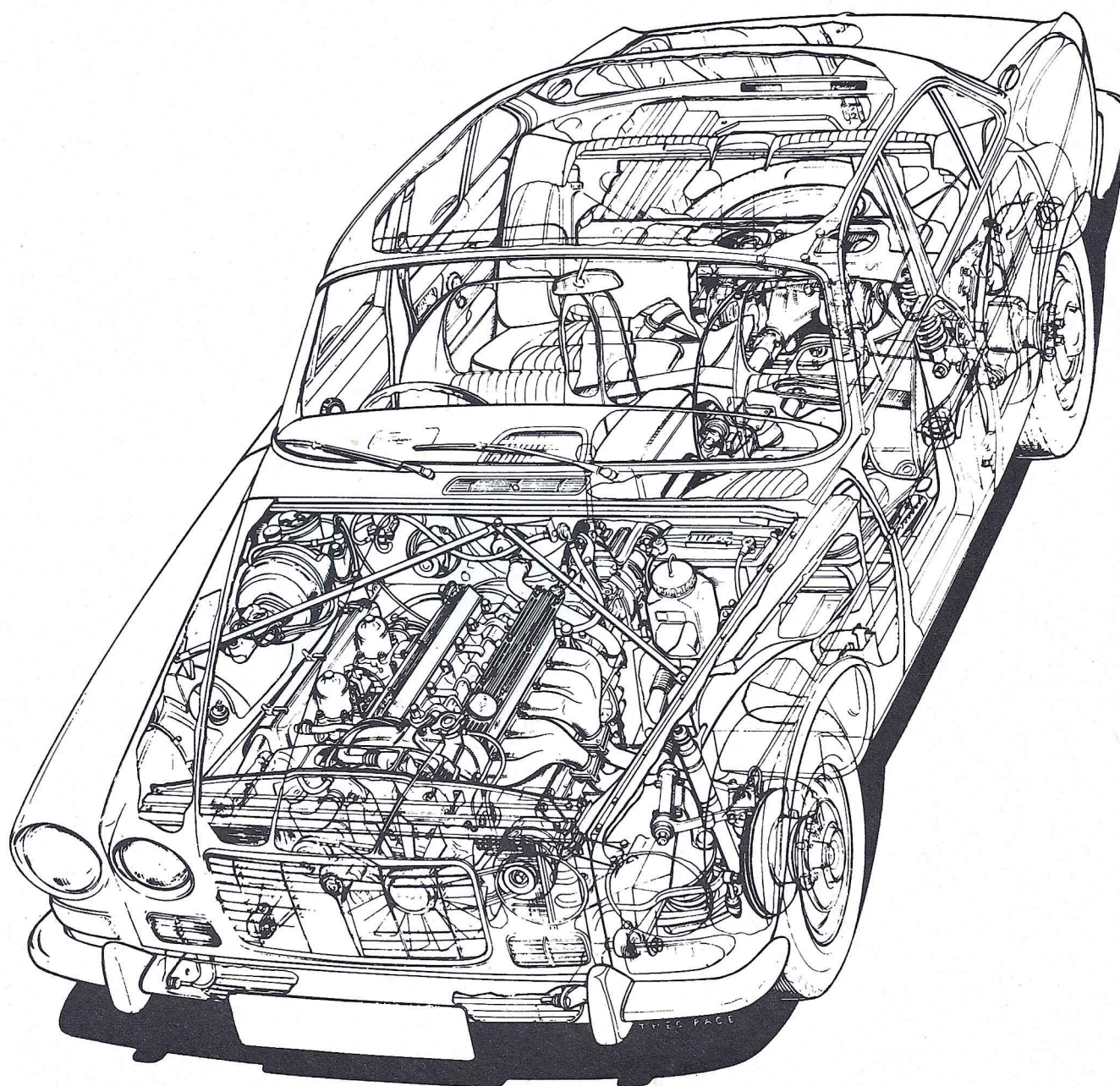
Performance: Maximum speed, 127 mph. Standing quarter-mile, 16.3 s. Acceleration: 0-30 mph, 3.1 s; 0-50 mph, 6.5 s; 0-60 mph, 8.7 s; 0-70 mph, 12 s; 0-100 mph, 25.5 s.

Fuel Consumption: 16.5 to 21.5 mpg.





JAGUAR XJ6

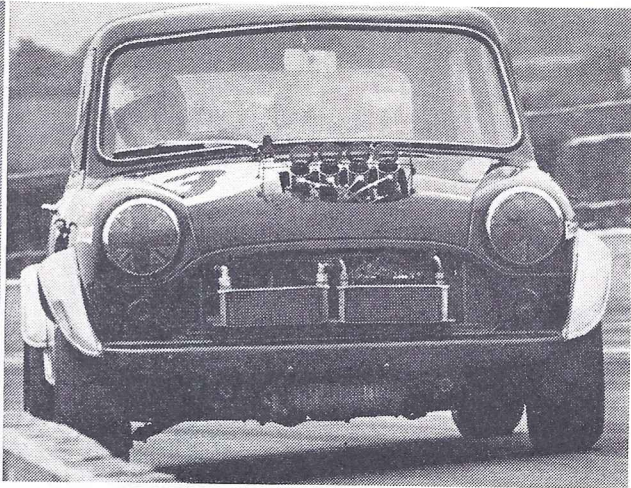


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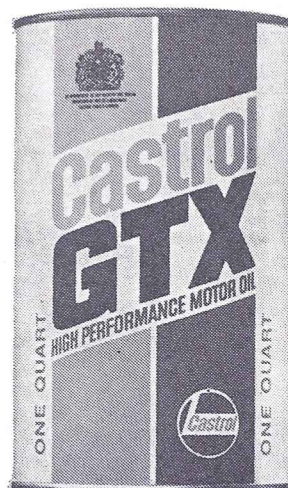
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Dateline: Wed. 2nd Oct., 1968.

An Abingdon-tuned Mini-Cooper S



Customers' cars in the process of receiving the Special Tuning Department treatment at Abingdon.

THE tuning of production cars is becoming respectable! Time was when "tuning" was a dirty word, causing manufacturers to snatch their warranties away, and the black art was usually practised by an oily wizard in a corrugated iron shed held together by rust. Now, the great firms have realised that tuning can be big business, and that if they specify the procedures, no sub-standard jobs will mar the good name of their products.

BMC were the leaders of this trend, and so I visited their Special Tuning Department at the invitation of Brian Wales, the Manager, and also borrowed one of their finished products for a road and track test. The Department carries out modifications to a certain number of customers' cars, but its main occupation is to develop and document the most advantageous methods and to design all the necessary parts, in collaboration with the Competition Department next door. The end product is a tuning service that extends all over the world through BMC distributors and most of the parts which they market are identical to those used by the Competition boys in preparing works entries.

All the cylinder head polishing is done by Daniel Richmond at Downton Engineering, where a special profile grinder ensures that identical combustion chambers and port shapes can be guaranteed. In addition to the highly tuned versions of the Cooper S cars, a Stage 1 kit is also available for standard single-carburettor models, and again the head is the work of Downton. A new car can be brought up to Stage 1 tune without invalidating the warranty.

However, when I visited Abingdon I was after one of the hotter productions. This was a Mini-Cooper S bored out to 1293 cc and fitted with most of the special parts available for conversion to Group 2. It had the AEG 510 camshaft and the standard 3.765:1 gear, both of which would be used where the course demanded tremendous acceleration rather than ultimate maximum speed. As a Mini with projecting tyres is illegal on the road, it was fitted with a wing extension kit priced at £8, and although "my" car had magnesium alloy wheels (£12 4s) with 4½ ins rims, the extensions were adequate for the even wider 5½ ins rims. Actually, I eschewed the very wide rims because I wanted to use Dunlop racing tyres for circuit testing. A wheelnut set (£6 10s) was required for these wheels.





The engine had a compression ratio of 12:1 and extra strong valve springs. Special straight-cut pinions were used in the gearbox but the transfer gears were of the normal helical pattern; incidentally, the straight-cut gears were not as noisy as one would expect. Other parts used in the test car were as follows:

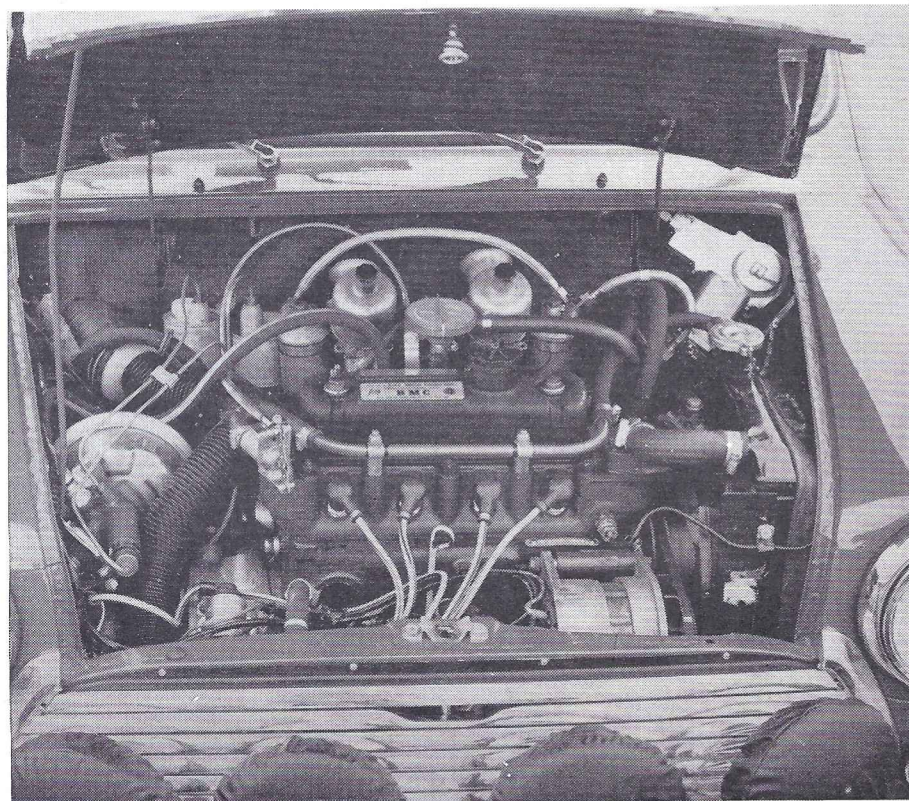
	£	s	d
Bodywork			
Competition 4-lamp mounting bar	5	5	0
Dash panel	3	0	0
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1½ ins twin SUs (CP4 needles)	20	0	0
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Accelerator cable	15	0	
Clutch and Flywheel			
Comp diaphragm assembly	1	15	4
Clutch plate	3	2	6
Lightened steel flywheel	24	10	0
Cooler			
Competition kit	10	5	0
Exhaust			
Comp manifold	15	0	0
Comp exhaust system	15	0	0
Gearbox			
Standard ratio straight-cut gears			
1st motion shaft	3	15	0
3rd speed gear	3	0	0
2nd speed gear	3	10	0
Laygear	5	10	0
Literature			
BMC Special Tuning rosettes	5	0	
Suspension			
Progressive rear bump stop kit	2	10	0
Valve Gear			
Heavy 180 lbs valve springs (outer)	5	0	
Heavy 180 lbs valve springs (inner)	5	0	
Locating collars	3	0	

It will be realised, therefore, that a "works replica" Mini is not exactly cheap. However, it has a wonderful fitness for its purpose and I was immediately at home in it. I set off from Abingdon for Silverstone, and as usual I found that a small car with really vivid acceleration is the finest method of preventing accidents, especially when there is roadholding to match.

I was allowed to go up to 7500 rpm, but with the camshaft fitted the motor was past its peak over 7000 rpm. The theoretical maximum of 114 mph was not, therefore, available but the car was very quick up to 106 mph. On the gears, maxima of 87, 61 and 37 mph were on tap. Unfortunately, the rain started as I arrived at Silverstone and the performance figures were taken with the windscreen wipers going. I was able to accelerate from a standstill to 60 mph in 7.6 s and to 80 mph in 14 s, which gives some idea of the potency of the little animal, even under most unfavourable conditions.

Naturally, the interior noise level is very high, though acceptable when full throttle is not employed all the time. The ride is extremely hard, especially with racing tyres inflated to 40 psi. The car has none of the excessive understeer which early hot Minis exhibited, while lifting off on a corner causes the rear end to run wide. The controllability is of a very high order and on the Silverstone circuit it was possible to enjoy the fierce little car to the full. The servo-assisted brakes are very powerful and do not suffer from fading.

This tuned Cooper S is a competition car but it is perfectly tractable in heavy traffic. Other BMC models have a fully documented tuning routine with a standardised range of special parts. These include the various denominations of Midget and Sprite, the MGA, B and C, and the 1100. The 1800 is receiving similar treatment and the 1300 in two-door form is proving a most promising pupil, of which more anon. All the part numbers and price lists are available in the literature which has been prepared, and there is nothing experimental about any of this work—you know exactly what your tuned car will do and how much the modifications will cost.



Immediately visible on the Abingdon tuned engine are the 1½ ins twin SU carburettors.

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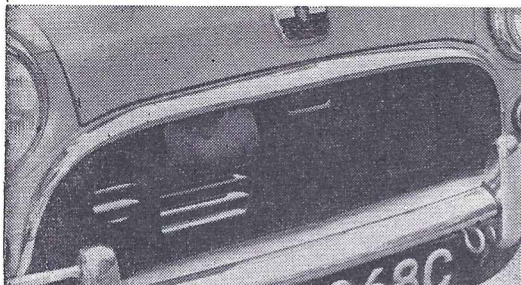
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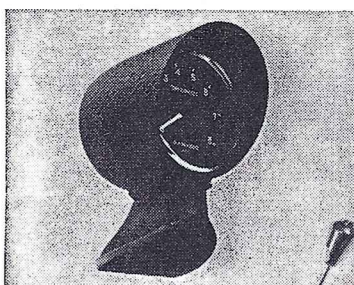
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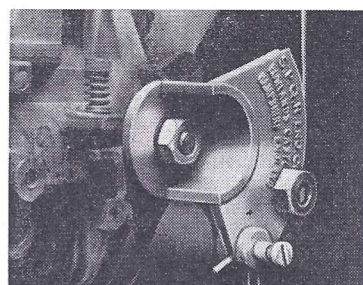
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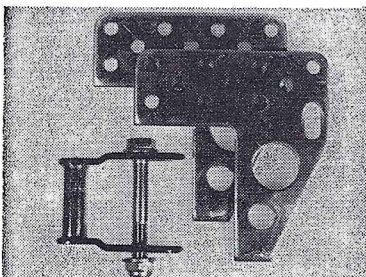
Mk I Mini Radiator Muffs



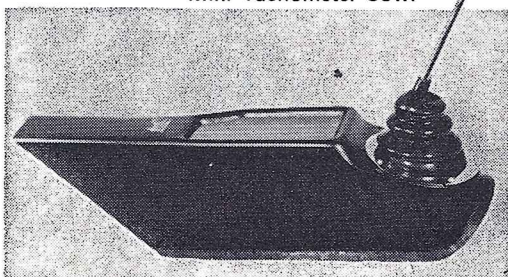
Mini Tachometer Cowl



Throttle Quadrants



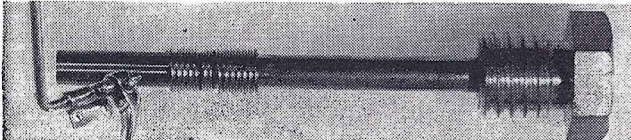
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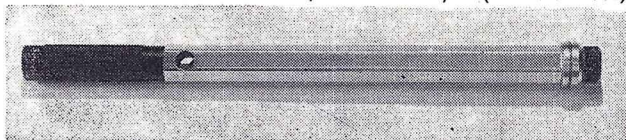
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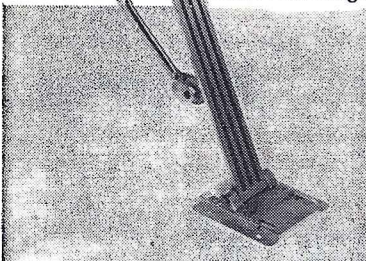
Mini/1100 Tow Eyes (Front & Rear)



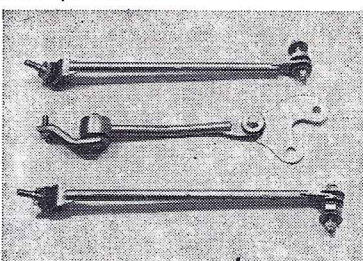
BMC Trans Engine Magnetic Drain Plug



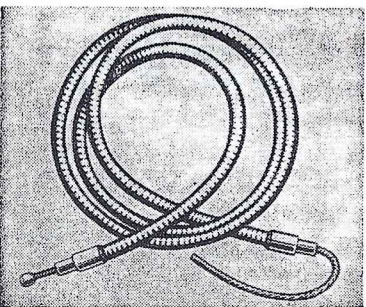
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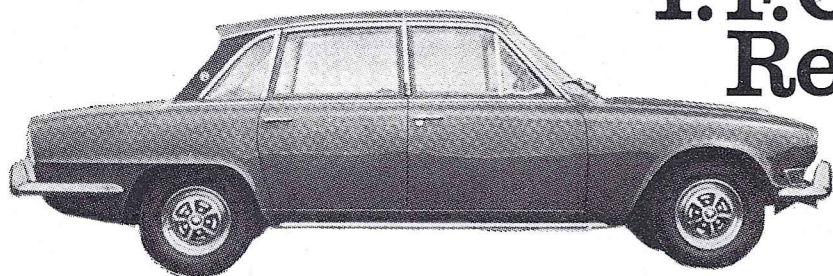


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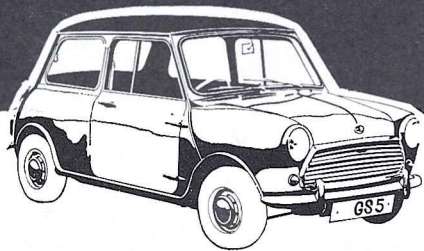
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M.G. Midget Mk. III. In B.R.G., wire wheels, SP tyres, anti-roll bar.

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£835 M.G. Roadster, 1967. Finished in black with black interior. A low mileage, one-owner car, fitted wire wheels, overdrive, folding hood.

£895 Austin Healey 3000, 1966. In Colorado red, fitted overdrive, wire wheels, cints and radio.

£795 M.G.B. Roadster, 1966. Finished in black with black interior, fitted wire wheels, overdrive, steering lock.

£545 M.G. Midget, 1966. B.R.G. with black trim, wire wheels, heater, etc.

£745 Austin Healey Sprite, 1966. In tartan red with black trim, fitted works hard top, G800s, etc.

£545 M.G. Midget, 1966. Finished Island blue with black interior, fitted wire wheels, leather steering wheel, etc.

£545 M.G. Midget, 1966. Tartan red, fitted wire wheels, heater, etc.

£745 Austin Healey 3000, 1965, Mk. III. Finished in white with red leather interior, fitted wire wheels, overdrive, radio, etc. One owner from new. A very good example.

£675 M.G. Roadster, 1965. Finished in B.R.G. with black interior, fitted wire wheels, radio, etc., one owner.

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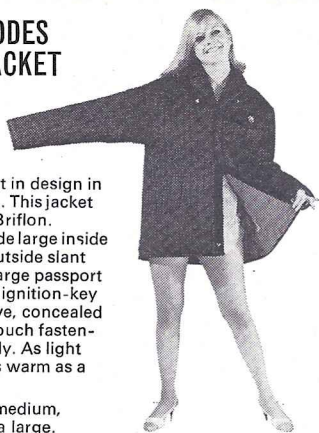


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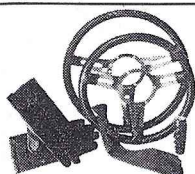
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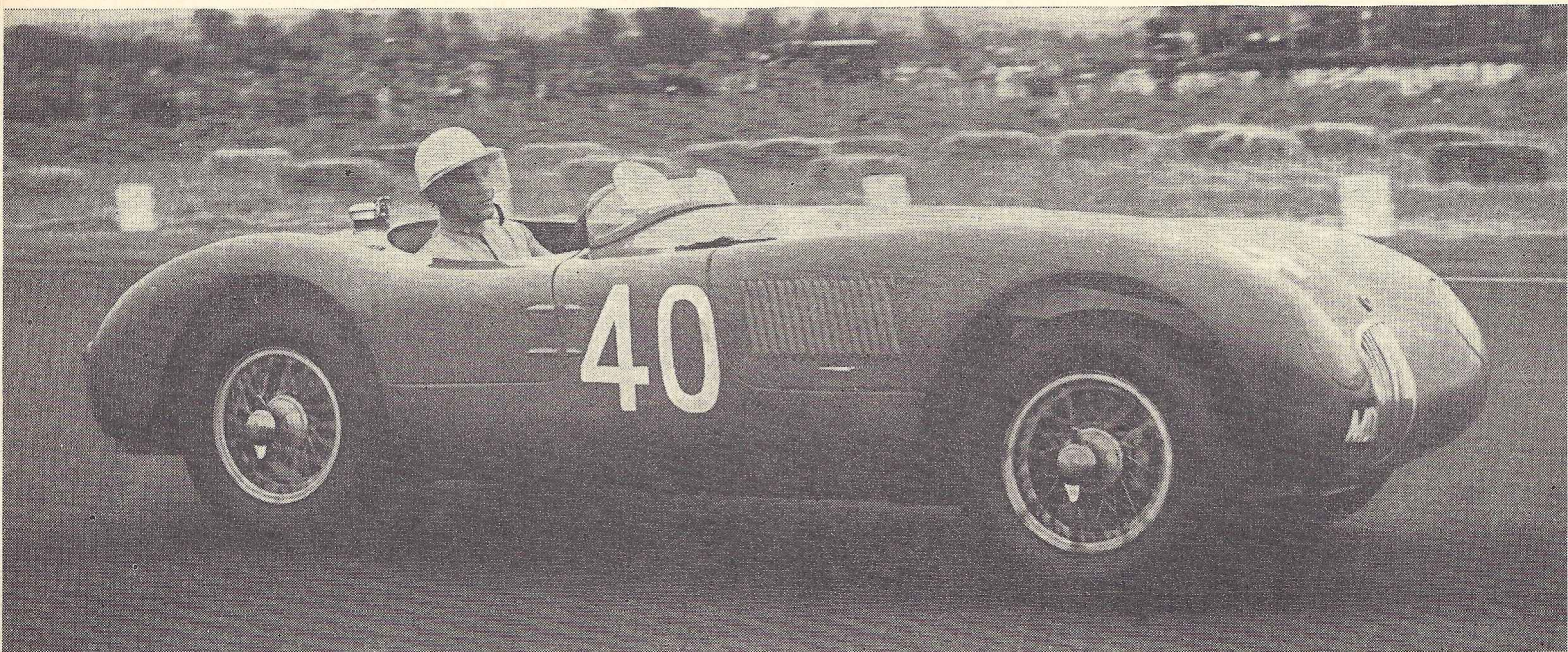
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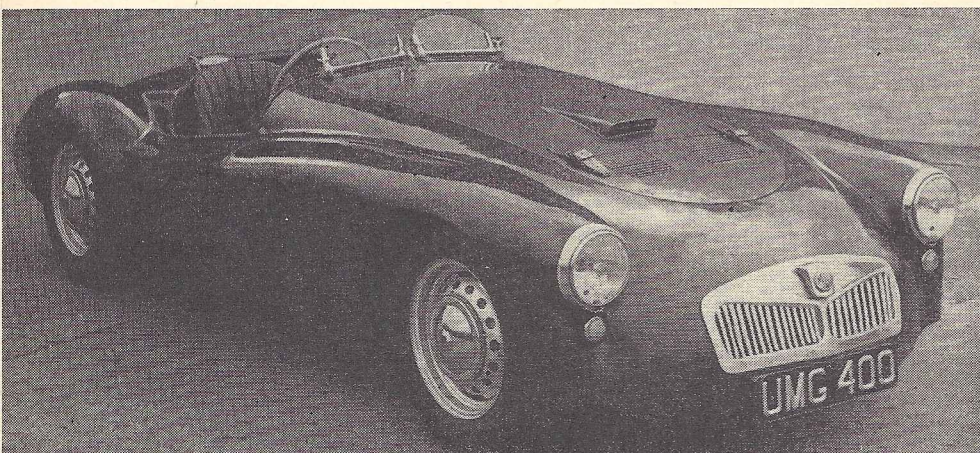
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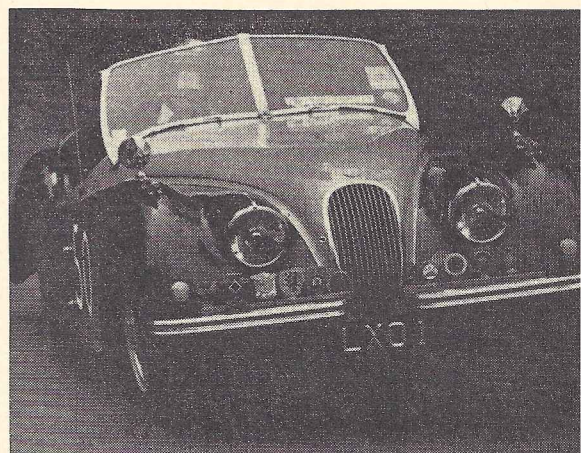
Jaguar, MG, Healey, Triumph, Austin, Daimler, Rover, Riley, Morris and Wolseley in pictures



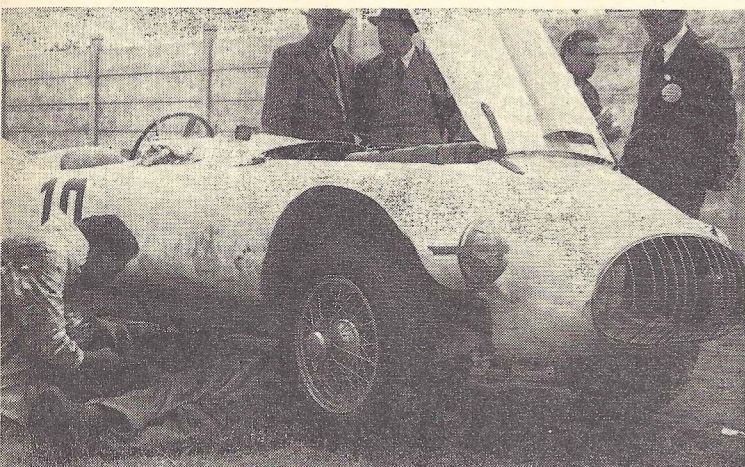
Stirling Moss, as relaxed as ever, speeds on his way to victory in a 100-mile sports car race at Boreham with a C-type Jaguar.



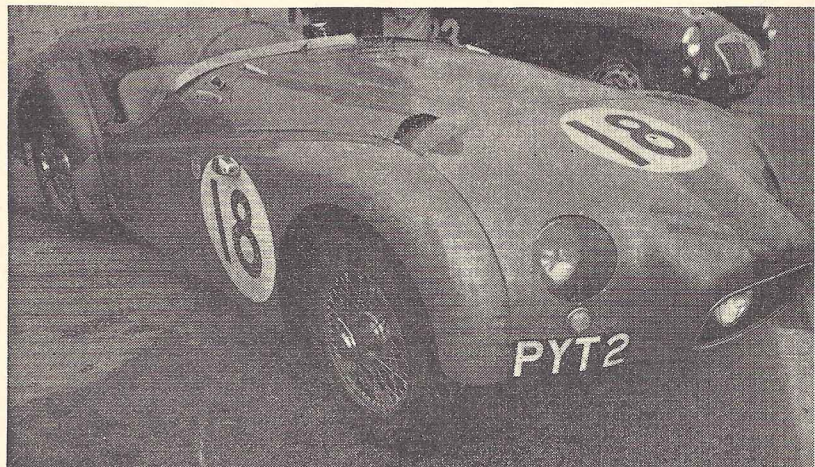
George Phillips' special-bodied MG, built at Abingdon in 1951 on the TD chassis. The car ran at Le Mans that year, but retired.



It was the XK120 Jaguar which established the marque in racing. This is a roadgoing one at Prescott.



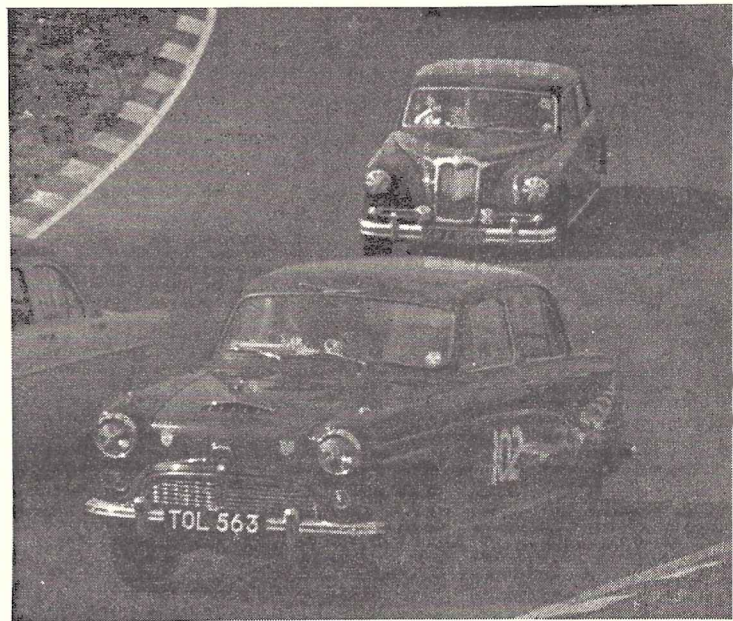
Mechanics work on the Veyron/Cabantous 4.1-litre Nash-Healey, one of a team of three Healeys, during the 1953 Le Mans.



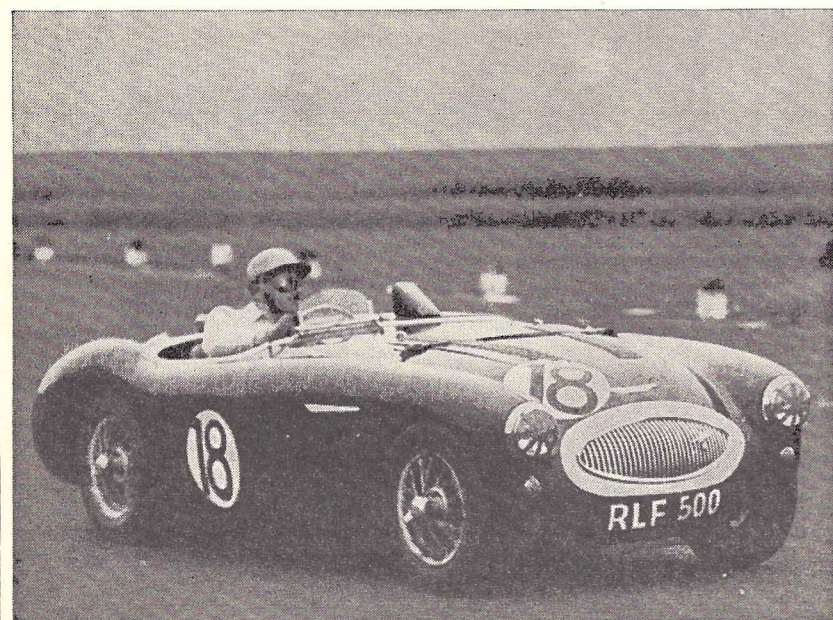
Doug Wilcocks' Triumph TR2, with modified nose, before the start of the 1957 AUTOSPORT 3 Hours race at Snetterton.



Ron Flockhart at the wheel of the winning Ecurie Ecosse D-type Jaguar at Le Mans in 1957; D-types finished first, second, third, fourth and sixth.



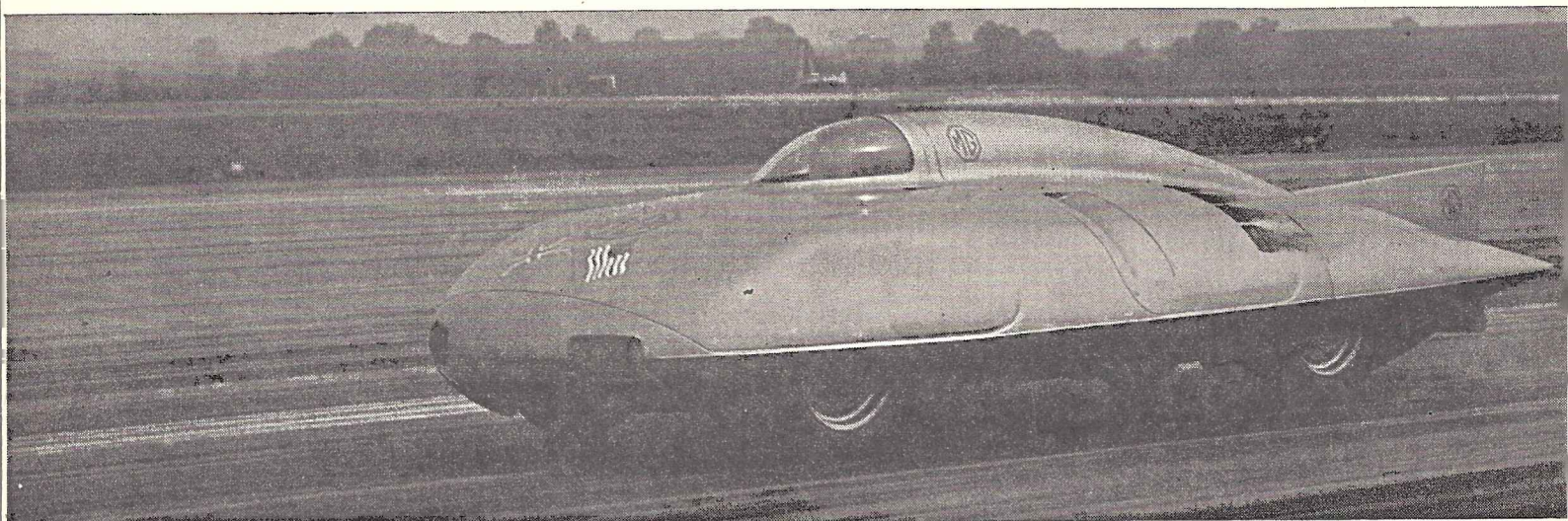
Jack Sears' successful Austin Westminster A90 leads a Riley Pathfinder through Paddock Bend at Brands Hatch.



The Austin-Healey 100S was a competition version of the Healey 100; this one is seen entering the Snetterton Esses.



More than one well-known driver made his name with an Austin A35; here John Sprinzel's chases another into Brands Hatch's Clearways.



The MG experimental record breaking car, EX181, hurtles along Bonneville Salt Flats, where in the hands of Stirling Moss it broke six international records.



Alan Hutcheson's Riley 1.5 at Crystal Palace. The Riley was one of the first cars to challenge the class supremacy of the Sunbeam Rapier.



The Daimler SP250 of Dick Crossfield spins its rear wheels at the hairpin at Mallory Park. Several of these were raced with success in marque events.



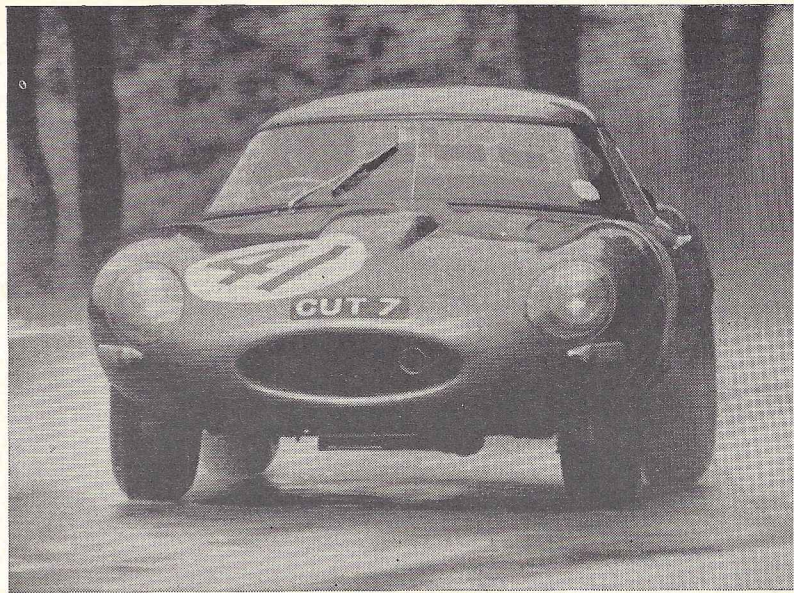
Three special-bodied Triumph Spitfires were built in 1964 for Le Mans (the David Hobbs/Rob Slotemaker car was 21st overall).



The Rover-BRM turbine car during the 1963 Le Mans. Driven by Graham Hill/Richie Ginther, it ran in a special class, but was eighth car home.



Roger Clark/Jim Porter get their Rover 2000 crossed up during the RAC Rally of 1965.



The late Dick Protheroe thunders his very successful prototype E-type Jaguar through North Tower at Crystal Palace.



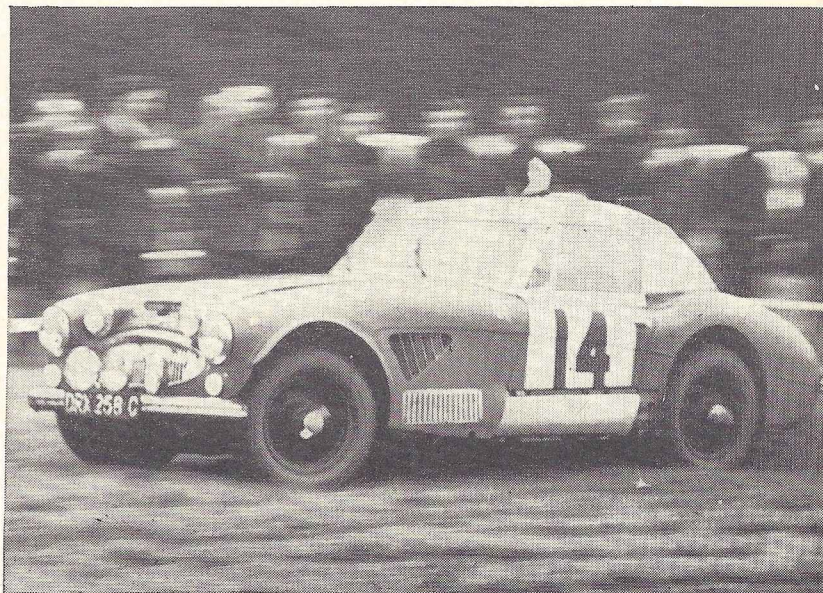
John Morgan's Mk 1 3.8 Jaguar leads the amazing Morris Minor-Chevrolet of Mike Bennion at Silverstone.



Roger Enever two-wheels his extremely fast MG Midget at Kidney Bend, Brands, on his way to one of many prod sports car wins.



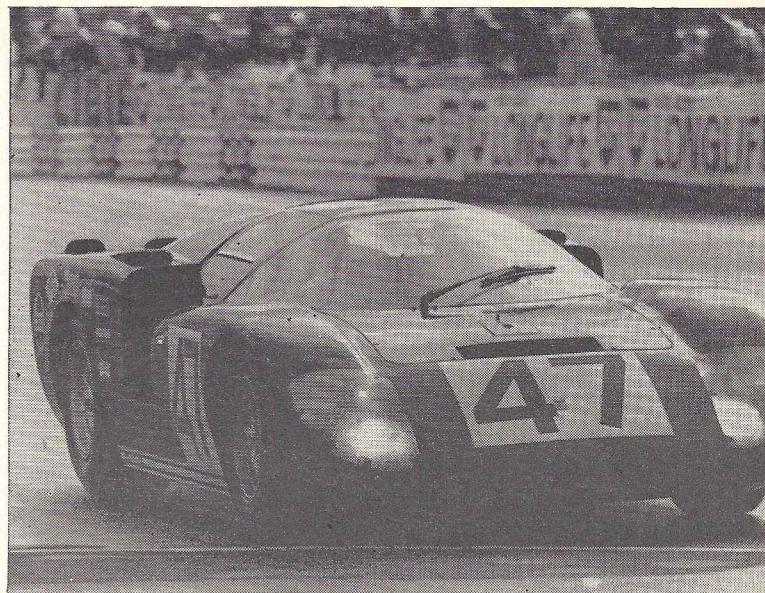
Alec Poole slides the quickest of the few racing Wolseley Hornets through Woodcote at Silverstone ahead of a Mini.



The Morley twins' works Austin-Healey 3000 at speed on the first special stage of the 1965 RAC Rally.



Brian Tarrant's Austin A40-Chevrolet tiptoes through Castle Combe's Camp corner in the wet.



Latest of the line: the 2-litre Climax-powered Healey SR, specially built for last month's Le Mans.



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Tracing the Healey Line

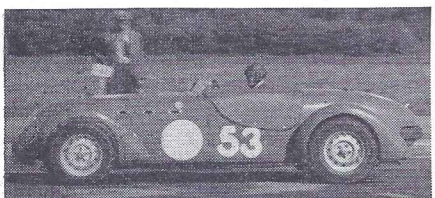
By JUSTIN HALER

IT may come as a surprise to many to learn that in 22 years of production, the manufacture of Healeys has centred around four basic designs. Donald Healey started producing cars in October 1946. Two styles, the convertible Westland and the sports-saloon Elliott, were offered initially.

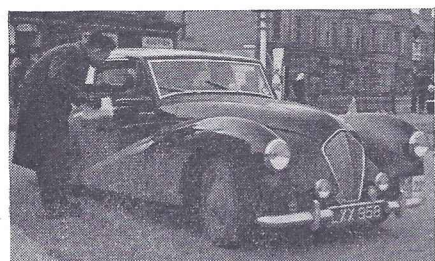


Both featured the same chassis and the 2.4-litre four-cylinder high-camshaft Riley engine. However, limited production dictated a relatively high price and only 64 Westland Roadsters and 101 Elliotts were built. In 1947 a cheaper version of the Westland/Elliott, the Duncan, was produced with the same running gear and 39 of these were constructed. Perhaps the most ambitious road-car project Healey undertook was the luxurious Sportsmobile 4-seater convertible. This featured the same Riley engine as the rest of the range, but was endowed with a handsome coachbuilt body, which put its weight up to 26 cwt and its price up to £2879, which alone ensured that no more than 23 were built between 1948 and 1950.

The fourth development of the A-type chassis was the basis of the very successful Silverstone sports car. Production began



in July 1949. With the very willing Riley engine, in a lightweight alloy body, it offered superb performance and handling for £1246. Yet another modified chassis was used on the E-type Silverstone from April 1950 and when production ceased in September, 105 of these fine cars had been sold. One month later the Tickford saloon appeared, basically a revised Elliott featuring more luxurious fittings and altered styling. Production ambled along for this £1800 plus machine, 224 being made between its introduction and 1954. There was also a convertible version by Abbott, identical in all other re-



spects, and 77 of these were sold.

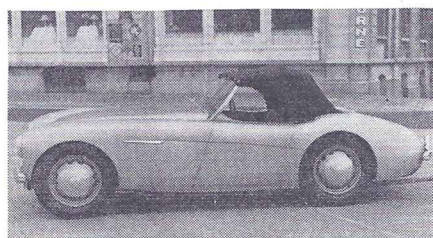
The first really new model to appear since 1946 was the Sports convertible, which made its bow in October 1951. Although it fea-



tured yet another development of the original chassis, the car was endowed with a very pretty lowline, streamlined body, and more significantly still, a 3-litre 6-cylinder pushrod Alvis engine. However, as a two/three seater open sports car it was rather expensive for the English market and all the export demands were met by the Nash-Healey. Only 25 Sports were made.



The Nash-Healey was first introduced in October 1950 with the new N-type chassis. It ran a six-cylinder pushrod American Nash engine of 3.9 litres, which put out plenty of torque and 125 bhp at 4000 rpm. In 1951 a special all-Healey built coupé version was raced at Le Mans and finished sixth. For 1952, a Farina body-style was adopted, in essence that of the Sports convertible. At the 1952 Le Mans race the coupé was modified to open specification, and with Leslie Johnson and Tommy Wisdom at the wheel, it finished third overall. In the meantime a 4.1-litre version of the Nash engine, running twin Carter carbs in place of the SUs, had been introduced. Unfortunately it was only exported, but some of the 404 cars built have found their way back to England.

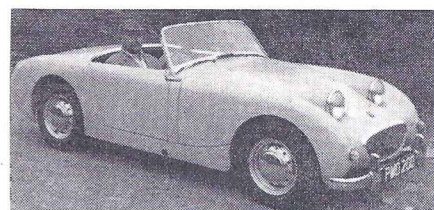


Certainly the greatest event in the life of the Donald Healey Motor Co was the BMC tie-up and the production of the first Austin-Healey. It was a truly sensational car too. The A-H 100, code-name BN 1, was an ambitiously-styled, open two-seater sports car, with a shape which remained quite fashionable for no less than 15 years. BMC's great

resources, the Austin engine and Healey's knowledge guaranteed its success, particularly with the low £1000 price tag. Between May 1953 and August 1956, no fewer than 14,500 were built. In October '54 a competition version, the 100S, was born. Featuring a highly-tuned engine and alloy body, it could be identified from the 100 mainly by its more oval grille. The 100S was immensely successful in endurance racing and rallying throughout 1954-56. About a hundred 100S models were manufactured. In 1955 came the 100M, a standard 100 in most other respects save the engine, which was tuned to give 20 more bhp. In 1956 all these were superseded by the 100-Six which featured the same body, but with occasional rear seats and the six-cylinder 2.6 Austin engine. Two versions were built, one with a four-port head and 102 bhp, and the other with a six-port head and 117 bhp. In all 15,000 were constructed.



In July 1959 came the first 3000. This did not differ a great deal from the 100-Six, or even from the 1954 100 for that matter. Styling changes were made, the engine increased to 3-litres and disc front brakes added. The later Mk 2 and Mk 3 models, which bring the line up to the end of production in 1968, did not change at all radically. They were made more comfortable, the trim improved and more power was gradually extracted until by 1967 the Mk 3 was churning out 150 bhp, which gave it a very useful 125 mph maximum speed and acceleration to match.



Besides producing the Healey 3000s, A-H introduced the delightful 1-litre "frog-eyed" Sprite in May 1958. With a very nippy performance from its A35-based engine, the Sprite opened up a new market in cheap sports cars. It sold for under £700 and up until May 1961, no fewer than 49,000 left the assembly line. Its subsequent replacements, the Mk 2, 3 and 4, have followed the same pattern. Nothing radical has happened to the range since 1962, save a succession of larger engines. After the 948 of the Mk 1 and 2, came the 1098 cc Mk 3 and finally the 1275 cc of the Mk 4. 56,500 2s and 3s were sold and the Mk 4 is continuing to push the sales graph further and further up the scale, which, remember, all started with 64 Westlands!

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B. AUTAVIA 45

Top quality diving chronograph waterproof to 330 feet. 17 Jewelled lever movement, with incabloc shock absorbers. 1/5 second flyback start/stop/go stopwatch action. 45 minute recording dial, and rotating 0-60 minute elapsed time bezel. Black low reflection dial with contrasting secondary dials. Usual price £36, our price **£29.19.6**.

F. MARINE CHRONO

Brand new design which includes automatic calendar, 0-60 minute elapsed time rotating bezel, push-button flyback minute recording hand and a continuous seconds dial. The 17 jewelled shock-protected movement is in a strong waterproof case, and the watch is complete with tropic strap. Ideal for all types of sport. £9-worth for **£6.15.0**.

C. ASTRO-CHRONO

17 Jewelled lever chronograph based on design for U.S. Navy Pilots. Incabloc super waterproof movement. 1/5 second flyback stopwatch with start/stop/go action. 45 minute recording dial with 5, 10 and 15 minute coloured zones. 0-12 hour elapsed time bezel—Tachy; tele; and decimal scales. S/Steel bracelet. Reduced from £27 to **£18.18.0**.

G. RALLY G.T. INTERNATIONAL

A really impressive sports watch. Swiss made with 23 jewels, the movement is shock-protected and waterproof, and contains an automatic calendar. Two separate rotating bezels, showing elapsed time and international time. Black dial includes tachy average speed scales. Chrome/steel case with quality tropic strap. Retail £8.15.0—Immense value at **£6.6.0**.

D. MULTI-SPORT CHRONOGRAPH

A best buy in chronographs. Quality 17 jewelled lever incabloc movement, in a water-resistant case. 1/5 second flyback stopwatch with start/stop/go ability. 30 minute recording dial, tachy average speed and telemeter time/distance scales. Black dial (white also available), fitted leather strap. Reduced from £21.10.0 to only **£14.19.6**.

H. AUTOMARINE AUTOMATIC

A rugged inexpensive watch styled along the lines of a famous £60 model. The 23 jewelled Swiss selfwinding, shock-protected movement, is in a waterproof case. There is an automatic calendar, a 0-60 minute elapsed time bezel and a quality tropic strap. (Stem-wind version available at £5.19.6.) This automatic specially reduced to **£6.19.6**.

NOTES: All watches advertised have written guarantees, luminous hands and markers, and operating instructions where applicable. Credit facilities available on models A & B upon application. Please add an amount of 5/- per order to cover post, packing and insurance.

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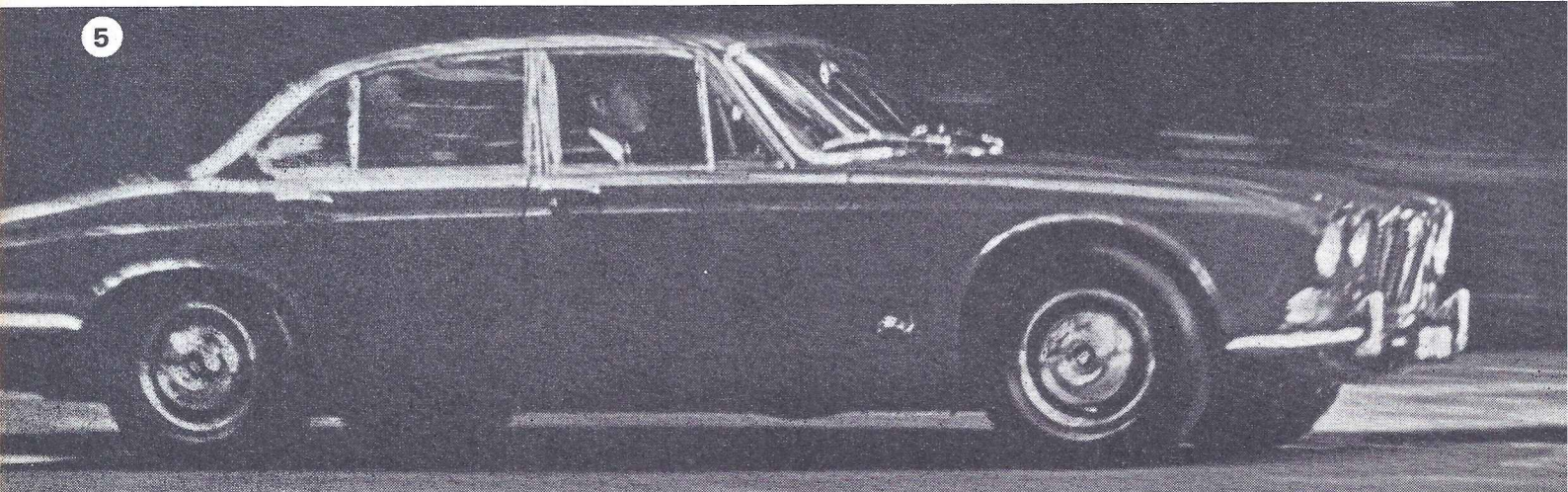
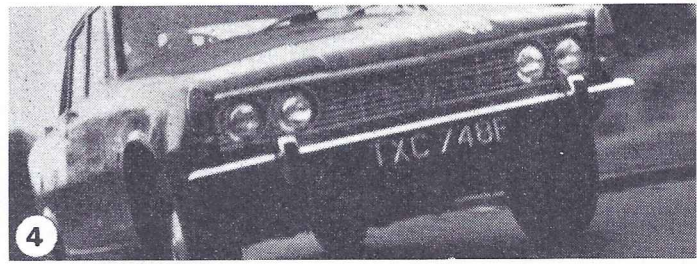
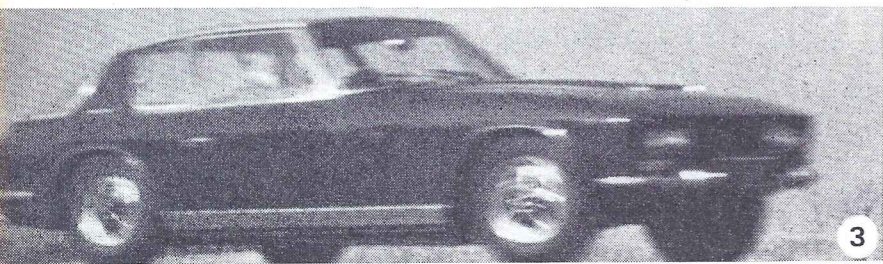
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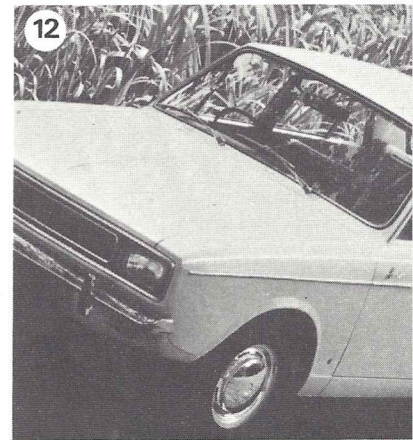
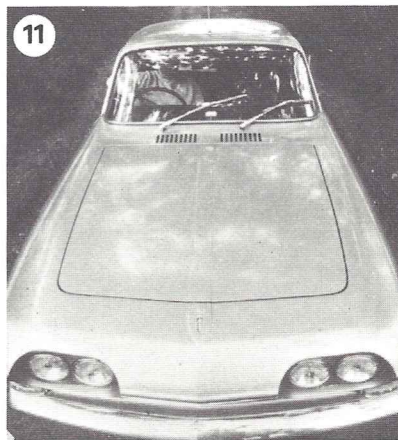
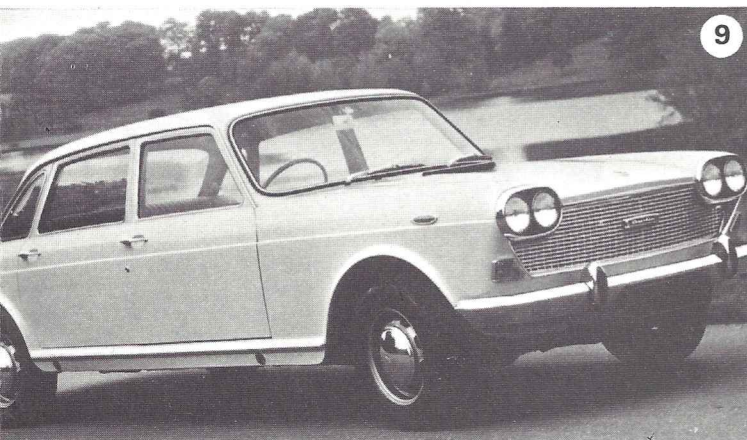
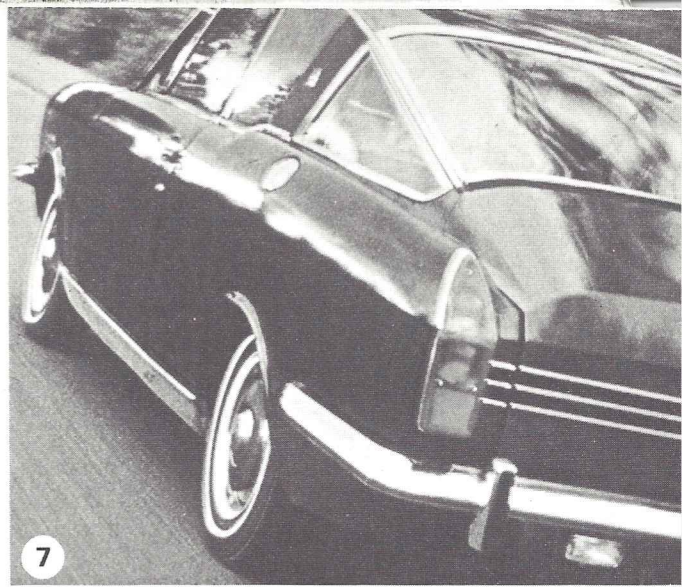
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BLMC SPECIFICATIONS

Make/Model	Capacity, cylinders	Max. mph	Carbs	Bhp at revs	Torque (lbs/ft) at revs	Gearbox	Brakes	Suspension	Length	Width	Weight	Prices
AUSTIN/MORRIS												
Mini Mk 2	848 cc, 4	73	SU	34 at 5500	44 at 2900	4-speed top 3 synchro	drums	hydrolastic	10 ft 0½ ins.	4 ft 7½ ins.	11½ cwt	£561 (auto £701)
Mini Mk 2	998 cc, 4	81	SU	38 at 5250	52 at 2700	4-speed top 3 synchro	drums	hydrolastic	10 ft 0½ ins.	4 ft 7½ ins.	11½ cwt	£635 (auto £780, Countryman £672)
Mini-Cooper Mk 2	998 cc, 4	90	2 SU	55 at 5800	57 at 3000	4-speed top 3 synchro	f: discs r: drums	hydrolastic	10 ft 0½ ins.	4 ft 7½ ins.	11½ cwt	£695
Mini-Cooper S Mk 2	1275 cc, 4	100	2 SU	76 at 6000	79 at 3000	4-speed top 3 synchro	f: discs r: drums servo	hydrolastic	10 ft 0½ ins.	4 ft 7½ ins.	11½ cwt	£921
1100 saloon	1098 cc, 4	81	SU	48 at 5100	60 at 2500	4-speed top 3 synchro	discs	hydrolastic	12 ft 2 ins.	5 ft 0¾ ins.	1715 lbs	£750 (Traveller £826)
1300 saloon	1275 cc, 4	90	SU	60 at 5250	69 at 2500	4-speed top 3 synchro	discs	hydrolastic	12 ft 2 ins.	5 ft 0¾ ins.	1715 lbs	£775
1800 Mk 2	1798 cc, 4	101	SU	90 at 5300	101 at 3000	4-speed all synchro	f: discs r: drums servo	hydrolastic	13 ft 10 ins.	5 ft 6 ins.	22¾ cwt	£999
1800 S	1798 cc, 4	106	2 SU	100 at 5650	106 at 3000	4-speed all synchro	f: discs r: drums servo	hydrolastic	13 ft 10 ins.	5 ft 6 ins.	22¾ cwt	£1056
A60 and Oxford S4	petrol: 1622/4 diesel: 1489/4	82 68	SU SU	61 at 4500 40 at 4000	90 at 2100 64 at 1900	4-speed top 3 synchro	drums	f: ind coil r: s/e springs	14 ft. 6½ ins.	5 ft 3½ ins.	21½ cwt	£837 and £847 (Countryman £951 and £961)
AUSTIN												
3-litre saloon	2912 cc, 6	101	2 SU	125 at 4750	157 at 2500	4-speed all synchro	f: discs r: drums servo	hydrolastic	15 ft 5½ ins.	5 ft 6¾ ins.	27 cwt	£1557 (auto £1660)
MORRIS												
Minor 1000	1098 cc, 4	75	SU	48 at 5100	60 at 2500	4-speed top 3 synchro	drums	f: ind torsion bars r: s/e springs	12 ft 4 ins.	5 ft 1 in.	15 cwt	£610 (conv £617, Traveller £687)
AUSTIN-HEALEY/MG												
Sprite Mk 4 and Midget Mk 3	1275 cc, 4	94	2 SU	65 at 6000	72 at 3000	4-speed top 3 synchro	f: discs r: drums	f: ind coil r: leaf	11 ft 5½ ins.	4 ft 5 ins.	14 cwt	AH: £698 MG: £737
RILEY/WOLSELEY/MG												
Elf Mk 3 and Hornet Mk 3	998 cc, 4	81	SU	38 at 5250	52 at 2700	4-speed top 3 synchro	drums	hydrolastic	10 ft 10½ ins.	4 ft 7½ ins.	13 cwt	Elf: £705 (automatic: £801) Hornet: £686
Wolseley 1300 Mk 2	1275 cc, 4	90	SU	67 at 5750	70 at 3000	4-speed all synchro	drums	hydrolastic	12 ft 2¾ ins.	5 ft 0¾ ins.	16½ cwt	£884
Riley 1300 Mk 2 & MG 1300 Mk 2	1275 cc, 4	91	2 SU	70 at 6000	77 at 3000	4-speed all synchro	f: discs r: drums	hydrolastic	12 ft 2¾ ins.	5 ft 0¾ ins.	16½ cwt	Riley: £935 MG: £910
4/72 saloon and 16/60	1622 cc, 4	95	2 SU	68 at 5000	89 at 2500	4-speed top 3 synchro	drums	f: ind coil r: s/e springs	14 ft 10½ ins.	5 ft 3½ ins.	20½ cwt	£1012 (auto £1099) & £951 (auto £1027)
VANDEN PLAS												
Princess 1300	1275 cc, 4	86	SU	58 at 5250	69 at 3500	4-speed all synchro	f: discs r: drums	hydrolastic	12 ft 2¾ ins.	5 ft 0¾ ins.	16½ cwt	£1065
WOLSELEY												
18/85 saloon	1798 cc, 4	98	SU	85 at 5300	99 at 2100	4-speed top 3 synchro	f: discs r: drums servo	hydrolastic	13 ft 10 ins.	5 ft 7 ins.	23 cwt	£1082 (auto £1182)
MG												
MGB and GT	1798 cc, 4	110	2 SU	95 at 5400	110 at 3000	4-speed top 3 synchro	f: discs r: drums	f: ind coil r: s/e springs	14 ft 9¼ ins.	5 ft 0 in.	16½ cwt	£1024 (GT £1176) and 18 cwt
MGC and GT	2912 cc, 6	120	2 SU	150 at 5250	174 at 3500	4-speed top 3 synchro	f: discs r: drums servo	f: torsion bars r: s/e springs	14 ft 9¼ ins.	5 ft 0 in.	20 cwt	£1184 (GT £1337) and 21¼ cwt
JAGUAR												
240 saloon	2483 cc, 6	106	2 SU	133 at 5500	146 at 5700	4-speed all synchro	servo discs	f: ind coil r: cantilever leaf	15 ft 0¾ ins.	5 ft 6¾ ins.	26½ cwt	£1468 (auto £1571)
420G saloon	4235 cc, 6	122	3 SU	255 at 5100	283 at 4000	4-speed all synchro	servo discs	ind coil	16 ft 10 ins.	6 ft 4 ins.	32 cwt	£2533 (auto £2686)
4.2 E-type	4235 cc, 6	142	3 SU	265 at 5400	283 at 4000	4-speed all synchro	servo discs	ind coil	14 ft 7.3 ins.	5 ft 5¼ ins.	25¼ cwt	£2110 (coupe £2225)
4.2 E-type 2 plus 2	4235 cc, 6	140	3 SU	265 at 5400	283 at 4000	4-speed all synchro	servo discs	ind coil	15 ft 4¼ ins.	5 ft 5¼ ins.	24 cwt	£2458 (auto £2611)
XJ6 2.8	2792 cc, 6	118	2 SU	180 at 6000	182 at 3750	4-speed all synchro	servo discs	ind coil	15 ft 9¾ ins.	5 ft 9¾ ins.	28 cwt	£1797 (auto £1999)
XJ6 4.2	4235 cc, 6	127	2 SU	245 at 5500	283 at 3750	4-speed all synchro	servo discs	ind coil	15 ft 9¾ ins.	5 ft 9¾ ins.	28¾ cwt	£2253 (auto £2397)
DAIMLER												
V8 250 saloon	2548 cc, V8	112	2 SU	140 at 5800	155 at 3600	4-speed all synchro	servo discs	ind coil	15 ft 0¾ ins.	5 ft 6¾ ins.	24¼ cwt	£1739 (auto £1826)
Sovereign saloon	4235 cc, 6	125	2 SU	245 at 5500	283 at 3750	4-speed all synchro	servo discs	ind coil	15 ft 7¾ ins.	5 ft 6¾ ins.	28¾ cwt	£2282 (auto £2365)
Limousine	4235 cc, 6	110	2 SU	245 at 5500	283 at 3750	automatic	servo discs	ind coil	18 ft 10 ins.	6 ft 5½ ins.	38½ cwt	£4424
ROVER												
2000 SC saloon	1987 cc, 4	100	SU	99 at 5000	121 at 3600	4-speed all synchro	servo discs	f: ind coil r: de Dion coil	14 ft 10¼ ins.	5 ft 6¼ ins.	22¾ cwt	£1472 (auto £1567)
2000 TC saloon	1987 cc, 4	112	2 SU	124 at 5000	132 at 4000	4-speed all synchro	servo discs	f: ind coil r: de Dion coil	14 ft 10¼ ins.	5 ft 6¼ ins.	22¾ cwt	£1535
Three Thousand Five saloon	3528 cc, V8	115	2 SU	184 at 5200	226 at 3000	3-speed automatic	servo discs	f: ind coil r: de Dion coil	14 ft 10¼ ins.	5 ft 6¼ ins.	26¼ cwt	£1791
3.5 V8 saloon	3528 cc, V8	112	2 SU	184 at 5200	226 at 3000	3-speed automatic	servo discs	f: ind coil r: leaf	14 ft 11 ins.	5 ft 6 ins.	26¼ cwt	£2174 (coupe £2270)
TRIUMPH												
Herald 1200	1147 cc, 4	82	Stromberg	51 at 5200	81 at 2600	4-speed top 3 synchro	drums	f: ind coil r: swing axle ind leaf	12 ft 9 ins.	5 ft 0 in.	16¾ cwt	£672
Herald 13/60	1296 cc, 4	85	Stromberg	61 at 5000	93 at 3000	4-speed top 3 synchro	f: discs r: drums	f: ind coil r: swing axle ind leaf	12 ft 9 ins.	5 ft 0 in.	16¾ cwt	£747 (estate £829, conv £805)
Spitfire Mk 3	1296 cc, 4	96	2 SU	75 at 6000	95 at 4000	4-speed top 3 synchro	f: discs r: drums	f: ind coil r: swing axle ind leaf	12 ft 3 ins.	4 ft 6 ins.	14¾ cwt	£765 (hard top £801)
Vitesse Mk 2	1998 cc, 6	103	2 Solex	104 at 5300	117 at 3000	4-speed all synchro	f: discs r: drums	f: ind coil r: ind leaf	12 ft 9 ins.	5 ft 0 in.	18½ cwt	£872 (conv £918)
1300 SC	1296 cc, 4	85	Stromberg	61 at 5000	73 at 3000	4-speed all synchro	f: discs r: drums	ind coil	12 ft 11 ins.	5 ft 1¾ ins.	18 cwt	£899
1300 TC	1296 cc, 4	90	2 SU	75 at 6000	85 at 4000	4-speed all synchro	f: discs r: drums	ind coil	12 ft 11 ins.	5 ft 1¾ ins.	18 cwt	£940
GT6 Mk 2	1998 cc, 6	110	2 Solex	104 at 5300	117 at 3000	4-speed all synchro	f: discs r: drums	f: ind coil r: ind leaf	12 ft 3 ins.	4 ft 9 ins.	17 cwt	£1024
TR5 PI	2498 cc, 6	120	Lucas PI	150 at 5500	153 at 3500	4-speed all synchro	f: discs r: drums	ind coil	12 ft 9¾ ins.	4 ft 10 ins.	20¼ cwt	£1261 (hard top £1305)
2000	1998 cc, 6	95	2 Stromberg	90 at 5000	117 at 2900	4-speed all synchro	f: discs r: drums	ind coil	14 ft 5¾ ins.	5 ft 5 ins.	23 cwt	£1271 (estate £1539, auto £1371)
2.5 PI	2498 cc, 6	110	Lucas PI	132 at 5450	153 at 3000	4-speed all synchro	f: discs r: drums servo	f: ind coil r: ind leaf	14 ft 5¾ ins.	5 ft 5 ins.	23½ cwt	£1450



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CLUB CAMEO



ROGER TAYLOR

By JUSTIN HALER

LAST Sunday at Mallory, Roger Taylor clinched the Redex Saloon Car Championship and, in his absence at Thruxton, he finished a close second in the Osram-GEC Championship. It was a fitting reward to another season of hard, determined driving—made all the better by the fact that the Escort Twin Cam had to undergo initial sorting throughout the beginning of the season. These successes follow a very creditable score of 22 outright wins in club racing during 1967 with his Anglia.

Roger's father has spent his life in the motor trade; until recently he was Deputy Chairman at Ford, and so it comes as no real surprise to hear that Roger nursed a passion for competitive motoring from an early age. In 1961 his career began to take shape when he bought a kart with a German JLO engine. It wasn't very successful and soon gave way to another Jetkart, this time with two JLO power packs. The debut of the "twin" was at an international meeting in Germany and Roger, then aged 19, led the whole field including the much faster American machinery until just after half-distance, when he had to give best to a more powerful kart and settle for second place. The Jetkart was replaced by a Montesa-engined machine, the first of its type. It had tremendous potential with 12.5 bhp at 13,000 rpm from each of its engines, but presented many problems. His father continued to look after the engines, coping well with the difficult Montesa: "Unfortunately, things like carbs falling off and chains snapping kept occurring, and the whole effort was dogged by bad luck." He gave up karting after 18 months, not really out of despair, but rather because he "wanted to get involved in the more serious side of motoring sport."

For the next three years Roger took in a multitude of rallies, autocrosses, sprints and hillclimbs with his road cars, which were at various times an Anglia, a Corsair GT and

a Cortina GT. After leaving school he had gone to Ford as an apprentice engineer for four years, and now he was working there as a designer. Then in 1965 came his first racing car, an Anglia which boasted a phase 2 rally twin-cam engine. This was campaigned under East Anglian Racing team colours. His first race was at Brands Hatch, and after starting from the back row of the grid he worked up to seventh before spinning. "I calmed down for the next two races and then started to win."

With two victories notched up, he had the Anglia fitted with a phase 3 BRM twin-cam, which was "a really competitive engine" and took him to 10 wins during 1966, gaining sixth place in the Westover saloon championship. He was now well on the way to the top, but unfortunately "one or two people in the East Anglian Racers wanted to turn EAR into a limited company and make money out of motor racing. Gradually the attitude in EAR changed and there was bickering over money." Nevertheless Roger continued in 1967 to expand upon his winning ways and he really shook the club saloon car racing scene, despite the presence of Terry Sanger's Cortina V8 and the like.

The Anglia still ran the 1820 cc twin-cam, and as well as his impressive total of 24 wins, he clinched the over 1300 cc class in the BARC saloon championship. His smooth, fast driving did not go unnoticed. Near to his home in Upminster is "The Nag's Head," which is the focal point of racing enthusiasts in the area. One day Roger was in there with Ken Baker—"he was watching my progress with the Anglia, and he offered me a drive in the DR Mustang." Naturally Roger accepted, and won four of his five races with the car, spinning off at Gerards at Mallory in the wet on the other occasion. He also took home three new lap records. He found the Mustang a "beautiful car, very well prepared and very easy to drive even in the

wet"

"The Nag's Head" also brought him together with F3 entrant Ken Bass, who lined him up for a few drives in his Merlyn Mk 10. Only one materialised, but Roger really did enjoy the experience. The race was at Snetterton; Roger concentrated on learning about the car and, above all, keeping it all in one piece. He remembers vividly the feeling of "the wind rushing past down the Norwich Straight and a real impression of speed; to sit watching the tyres spinning round and everything operating, as opposed to a saloon car where you are a bit away from all the action." He feels that this drive alone made a direct improvement to his driving, as on the same day he took 1.5 secs off his lap record with the Anglia in a later race.

For 1968 EAR was disbanded as a team, but Roger luckily obtained the support of Dagenham Motors. He supplied the car and they pay all the running expenses; the same car is also raced in Group 5 with different engine and body panels. He says that in almost every respect the Escort is a better racing car—citing the aerodynamics as a clear example. The difference between a head and a tail wind on the Norwich Straight at Snetterton with the Anglia really affected lap times; this doesn't happen to nearly such an extent with the Escort. The Escort is not as predictable in the handling department yet, although over the winter "we'll have time to sit down and devise a far better system for next year." Next year, incidentally, he will continue to drive in Group 5. He has been encouraged by his G5 outings this season—"to be out on a circuit with names like Frank Gardner and David Hobbs makes you feel you've arrived"—and hopes to compete in the European G5 championship next year.

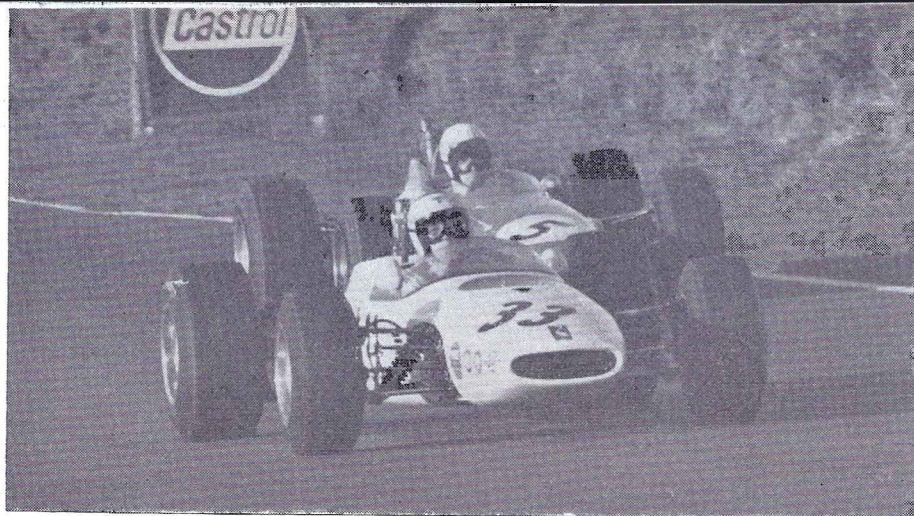
His favourite circuit from the driving point of view is Crystal Palace—"Hairy drivers really quieten down when they see the sleepers at Crystal Palace"—although he looks forward to tackling places such as the Nürburgring.

He enjoys saloon racing very much and says he finds the standard of driving reasonably good, but hastens to explain, "If you brush wheels and so on it doesn't cause too much damage. Obviously you don't intend to do this, but if you do you probably aren't going to cause a gigantic shunt, whereas a comparable knock with single-seaters would probably mean at least a wheel off."

Roger Taylor has come a long way since his kart days and his ability to drive a saloon fast is clear. Now he looks forward to having a crack at GT and single-seater racing.



The Escort has continued on the winning tracks of the Anglia, which it replaced. Here Roger comes under strong pressure from the Minis of Geoff Wood and Ian Mitchell at Mallory Park.



F3 dice for the lead between the Brabham of Tetsu Ikuzawa and the Chevron of Tim Schenken.

Overcrowded Mallory

By IAN TITCHMARSH

THE London MC accepted a huge entry for their 10-race meeting at Mallory Park last Sunday, which seemed to prove a little too much for them, as the proceedings dropped further and further behind schedule until the *formule libre* cars were almost completing their 20 laps in the dark. With so many cars, the racing just had to be entertaining although the closeness of some of the grids led to a couple of multiple shunts at Gerards in Formula Ford races.

The FF entry was split into two heats and a final, which qualified for the Guards Championship. Heat 1 went to Keith Wilson in his Russell-Alexis after a stirring duel with Claude Bourgoignie's highly-modified works Lotus 51. Heat 2 brought the first of the first-corner accidents which eliminated some of the leading contenders including Dick Barker (Lotus 51), Tony Dron (Titan) and James Hunt (Russell-Alexis). Tim Schenken beat Tony Trimmer into Gerards for the first time and thereafter maintained a smallish lead from Trimmer, who had a works Titan in place of his usual Brabham BT21, and Ray Allen, John Elliott and Renato Bertorelli in Merlyn Mk 11s. Schenks was driving a new Mk 11A.

The final saw Schenken take the new car into another immediate lead, which he again held for the duration, driving in his usual impeccable style. Ray Allen tried very hard in the early laps to overcome Schenken, but he gradually fell into the grasp of Tony Trimmer. Trimmer made a desperate final ploy at the hairpin on the last lap which didn't come off, and the brand new Titan, "being sorted for a customer," ended its race sadly tweaked in the wrong places. Bourgoignie moved up to third, with Wilson fourth, after having to work his way through from a poor grid position which was based on performance in practice rather than in the heat. This time the middle of the field was reduced by four at Gerards, but again without driver injury. John Elliott was handicapped by a broken roll-bar, but drove well to take sixth place behind Bertorelli.

An unusual event for Mallory Park was the combined 750 and 1200 Formula race, which provided two new lap records. Jonathan Rope has recently announced himself as someone to be reckoned with in Formula 1200, and his Claydon led to the flag, unchallenged. Fred Burbury (FTB) took second place by default, after John Watson's Lorelei U2 Mk 4 had retired with run bearings and Peter Poole's Jenoby with a blown head gasket. Rope set a new record, as did Lawrence Benson (Jasasu-Austin), in the 750 class, although this category went to Richard

de la Rue (Complexity) after Benson's distributor cap fell off on the last lap.

The first, non-championship, saloon race was Ian Mitchell's from the second lap when Gerry Edmonds in Ian McDougall's 1.3 Cooper S nudged the marshal's post at the Esses while trying to out-Mitch the Team Charles Clark car. Gerry Marshall executed a flying start in the Shaw & Kilburn Viva which ensured him of second place just ahead of Malcolm Leggate's 1.0 Mini-Cooper S. For once Bob Fox had to play second fiddle to another 850 Mini, Peter Baldwin's.

Bernard Unett was unable to take up his pole position for the F4 race, the cylinder head having warped in practice, so it was left to Keith Norman to defend the honour of the Vixen works team against Johnny Walker's JW4. This he did very successfully, with Walker urging his Saab-powered car on to greater things in vain. Both drivers shared a new lap record, while Geoff Friswell took third place in another Vixen. Norman's drive was not without drama, for in the last few laps a throttle return spring broke, causing some hairy moments.

Once again the pole position man was unable to start, for Richard Sutherland found the battery in his 1.1 Sprite flat as the prod sports cars lined up. This left the race between the potent Austin-Healey 3000 of John Gott and Roger Warrell's E-type. The Jaguar led for 4 laps until Warrell had trouble finding second at the hairpin and lost the lead to the Chief Constable. He repassed on the straights, but each time at the hairpin he lost all that he had gained, so that Gott came home the winner, with Anthony Binnington in his road-going MGB third after a spirited drive, in which he held at bay the Healey of Peter Smith. David Moore took the smallest class in his Sprite.

The Lombank F3 round saw a good gridful of 16 cars and a fabulous dice for the lead between Tetsu Ikuzawa in his Brabham BT21B with demon Holbay and Tim Schenken, in the Sports Motors Chevron, which had had an engine change in practice. Schenken had a small moment at Devils Elbow on the first lap, which he completed in third place behind Ikuzawa and Barrie Maskell, going very well at last in his BT21B. Poor Maskell suffered a broken driveshaft at the hairpin on lap 2, while Dave Berry charged the marshal's post at the Esses, dropping to 10th. On lap 9 Schenks took the lead at the Esses, but Holbay power told and Tetsu repassed to win. Berry fell in with Mike Beuttler's very wide BT21 and failed by a margin as small as Schenken's to take third. Cyd Williams grabbed two more

precious Lombank points with a steady drive to fifth in Natalie Goodwin's now-black BT21, while Keith Jupp (BT21B) held off Simon Saye's BT21 for sixth.

David Alexander had to win his class to deprive Roger Taylor of the Redex Championship, but with the wrong plugs in his Mini-Cooper S Alexander could only potter round well down the field, while Taylor thrashed out the lead with the 1.3 Mini-Cooper Ss of Ian Mitchell, Ian McDougall and Geoff Wood. Mitchell soon asserted his authority as Taylor retired the Escort with a suspected defective fuel-pump, while Wood and McDougall took the next two places. Bob Parkinson crashed his Cooper S at Gerards when well-placed, so that fourth place was taken by John Myerscough's class-winning Anglia. Bill Needham had been leading the 1-litre class until the last lap in the Coldwell Mini Twin-Cam, but a UJ broke giving victory to Malcolm Leggate's more orthodox Cooper S.

Finally, Jim Moore treated the fair-sized crowd to one of his last drives in the Kincraft, which is now as good as sold. He never had any serious problems from the opposition, which was led by Steve Thompson (1.6 Lola T60 t/c) and Dave Berry in the Lythgoe F3 BT21B. Three laps from the end, the Kincraft lost first and second gear, but Big Jim managed to hold on to his lead with the Lola and the Brabham closing considerably. Mike Beuttler could only manage fourth place in his BT21 and so can only tie with Thompson for the Bob Gerard Championship if he wins on Boxing Day.

Formula Ford, Heat 1 (8 laps): 1, K. Wilson (1.6 Russell-Alexis), 7 m 17.2 s, 88.93 mph; 2, C. Bourgoignie (1.6 Lotus 51A); 3, J. Finch (1.6 Lotus 51). **Fastest lap:** Wilson, 53.0 s, 91.70 mph.

Formula Ford, Heat 2 (8 laps): 1, T. Schenken (1.6 Merlyn Mk 11A), 7 m 12.0 s, 90.00 mph; 2, A. Trimmer (1.6 Titan Mk 4); 3, R. Allen (1.6 Merlyn Mk 11). **Fastest lap:** Schenken, 52.6 s, 92.39 mph.

Guards Formula Ford Championship round (8 laps): 1, T. Schenken (1.6 Merlyn Mk 11A), 7 m 11.6 s, 90.08 mph; 2, R. Allen (1.6 Merlyn Mk 11); 3, C. Bourgoignie (1.6 Lotus 51A). **Fastest lap:** A. Trimmer (1.6 Titan Mk 4), 52.6 s, 92.39 mph.

Formulae 750 and 1200 (8 laps): 1, J. Rope (1.2 Claydon-Ford), 8 m 4.6 s, 80.23 mph; 2, F. Burbury (1.2 FTB-Ford); 3, B. Oldroyd (1.2 Ford Special). **Fastest lap:** Rope, 58.6 s, 82.94 mph (record). **750 Formula record:** L. Benson (750 Jasasu-Austin), 1 m 6.6 s, 72.97 mph. **Class winners:** R. de la Rue (750 Complexity-Austin) and Rope.

Saloons up to 850 cc, 851 to 1250 cc and over 1250 cc (8 laps): 1, I. Mitchell (1.3 Mini-Cooper S), 7 m 33.6 s, 85.71 mph; 2, G. D. R. Marshall (1.8 Vauxhall Viva); 3, M. Leggate (1.0 Mini-Cooper S). **Fastest lap:** Mitchell, 55.2 s, 88.04 mph. **Class winners:** P. Baldwin (850 Mini), Leggate and Mitchell.

Formula 4 (8 laps): 1, K. Norman (875 Vixen Imp), 7 m 16.2 s, 89.13 mph; 2, J. Walker (850 JW4-Saab Mk 3); 3, G. Friswell (875 Vixen-Imp). **Fastest lap:** Norman and Walker, 53.6 s, 90.67 mph (new record).

Prod sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (8 laps): 1, J. Gott (3.0 Austin-Healey 3000), 8 m 3.8 s, 80.36 mph; 2, R. Warrell (3.8 Jaguar E); 3, A. Binnington (1.8 MGB). **Fastest lap:** Gott and Warrell, 57.6 s, 84.37 mph. **Class winners:** J. D. Moore (1.1 Austin-Healey Sprite), Binnington, Gott and Warrell.

Lombank Formula 3 Championship round (12 laps): 1, T. Ikuzawa (Brabham-Holbay BT21B), 10 m 5.4 s, 96.33 mph; 2, T. Schenken (Chevron-Lucas MAE); 3, M. Beuttler (Brabham-Holbay BT21); 4, D. Berry (Brabham-Lucas MAE BT21B); 5, C. Williams (Brabham-Lucas MAE BT21); 6, K. Jupp (Brabham-Holbay BT21B). **Fastest lap:** Schenken, 49.0 s, 99.18 mph.

The Chelsea Trophy Redex Saloon Championship round up to 1000 cc, 1001 to 1300 cc and over 1000 cc (8 laps): 1, I. Mitchell (1.3 Mini-Cooper S), 7 m 29.2 s, 86.55 mph; 2, G. Wood (1.3 Mini-Cooper S); 3, I. McDougall (1.3 Mini-Cooper S). **Fastest lap:** Mitchell and McDougall, 54.8 s, 88.69 mph. **Class winners:** M. Leggate (1.0 Mini-Cooper S), Mitchell and J. Myerscough (1.6 Ford Anglia t/c).

The Lakeside Trophy Bob Gerard Formule Libre Championship round (20 laps): 1, J. Moore (4.7 Kincraft-Ford V8), 16 m 37.2 s, 97.47 mph; 2, S. Thompson (1.6 Lola-Ford T60 t/c); 3, D. Berry (F3 Brabham-Lucas MAE BT21B); 4, M. Beuttler (F3 Brabham-Holbay BT21). **Fastest lap:** Moore, 48.0 s, 101.25 mph.

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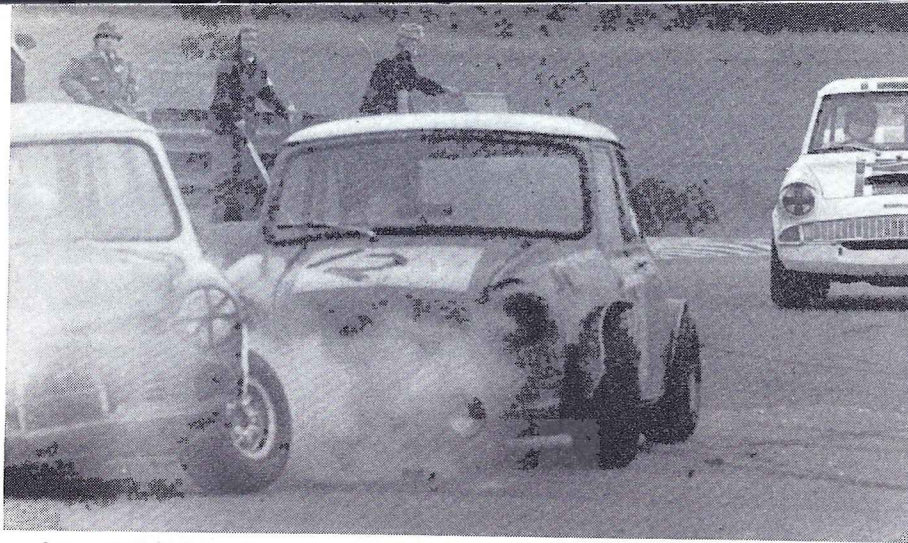
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Osram-GEC Saloon class championship lost as 1-litre race leaders John Chappell and Peter Vann collide their Minis at Camp; Laurie Hickman's Anglia, bootlid flapping, comes up to take the lead.

Championship Thruxton

By JEFF HUTCHINSON

THE BARC organised Thruxton meeting on Sunday saw the conclusion of three of this year's championships, with four 8-lap affairs for two of the championships and a 25-lap main race to decide the *Motoring News* GT Championship winner.

Fourteen cars assembled to do battle in the small saloon car class of the Osram-GEC final. The 1000 cc class decider was between Peter Vann, Peter Wilcox and John Chappell, all Mini mounted, and the 850 cc class between Graham Ayres' Mini and the two Imps of Keith Holland and Ray Payne. Chappell, Vann and Laurie Hickman (1.0 Anglia) leapt straight into the lead and by the end of the first lap were tightly bunched but already pulling away from Alistair McHardy (1.0 Imp) and Holland, who was having his second outing in the rebuilt Fraser car since his bad Crystal Palace shunt. John Peachey-Austing (850 Mini) spun his fourth place away and dropped to the back of the field after a spin at Camp. Chappell and Vann then swapped places after pulling away from Hickman until the last lap when Vann tried to get past at Camp and hit the barrier, causing Chappell to run into the side of him, thus letting Hickman, complete with flapping boot lid, through to a win, and spoiling their own chances of winning the championship and race. Some way behind Holland, who broke the class lap record, had taken McHardy for what was now second place, with Payne finishing fourth to clinch the 850 cc class championship. Wilcox made sure of the 1000 cc championship class by coming in seventh overall, in the borrowed Chris Inch

Mini after his Mini holed a piston in practice.

Roger Enever borrowed Garo Nigogosian's 1.3 MG Midget and romped into the lead, setting a new class lap record and winning the small prod sports car race, which also gave him second in class in the Fred Dixon Trophy. Charles Blyth took his 1.8 TVR into second place, after jumping the start, which he held until lap 3 when Rod Eade (1.8 MGB) inherited the place but spun it away at Club. Peter Cox (1.1 Spitfire) stepped straight into second but he too spun at Club on lap 5, leaving Blyth to hold onto second place until the end; but he was dropped to eleventh in the results with a 1 min penalty. Mrs Gabriel Konig and Arnie Poole both in Midgets were right behind Blyth through Club, Mrs Konig pulling alongside Blyth over the finish line with Poole 0.6 sec behind, though in third place overall. Roy Ashford (1.8 MGB) just held off Peter Cox, who set a new class record for fifth place, making a convincing comeback after his nasty July shunt.

Brian Bolton (4.7 Ford Cortina V8) shot into the lead from the middle of the front row in the big saloon race but a slip at Cobb on the first lap let poleman Richard Longman (1.3 Mini-Cooper S) into a lead which he never lost. Dennis Leech (1.3 Mini) also went through to take second place but the pace proved too hot and he exited backwards at Club. John Blackburn then took the Calypso 1.6 Escort-FVA into second place ahead of Bolton on lap 2 where he stayed to the end, leaving Bolton to struggle with Don Currie (1.3 Mini), who

set a new class lap record, and Terry Croker (1.8 Ford Anglia). Splitting the leaders at one stage was Dave Rogers (1.8 Anglia), who stopped at Club on the first lap to clean oil off his windscreen after Alan Brodie had lost his oil in front of him; Rogers later retired on lap 8, Graham Birrell's 1.8 Escort Twin Cam finished sixth behind Bolton after a good dice with Pat Mannion's 1.8 Ford Anglia, which finished seventh.

Warren Pearce's 3.8 E-type had little opposition in the big prod sports race, in which there were only 11 starters. John Wilson was a non-starter after a practice shunt at Goodwood with his E-type but not before unofficially beating John Quick's lap record. John Lewis would have been a non-starter with his E-type, which suffered steering troubles, but Tony Shaw lent him his car which he comfortably cruised round for a second in class win and overall third, which gave him the Fred Dixon class award. The Healey 3000s of Stewart Hands and John Chatham had a real place swapping dice for second place, until Hands, in the borrowed Gary Bristow car, was slowed into fourth place with a severe engine misfire. Peter Archer (3.8 E-type) finished a lonely fifth ahead of Lord Cross (4.7 AC Cobra) and Brian Haslam (2.5 Morgan Plus 4).

Double points for the final round of the *Motoring News* GT Championship gave Ron Fry (4.7 Ford GT40) the chance to beat championship leader Roger Nathan (1.0 Nathan-Imp GT). He looked like doing this as he took over first place from Alistair Cowin in his McLaren-Ford M1C who had to call in for new goggles, which dropped him to the back end of the field. Fry stayed ahead until the end of lap 5 when he succumbed to Chris Skeaping (2.0 Chevron-BMW), the GT40 finally retiring on lap 8 with the water boiling after its fan belt had broken. Skeaping hurried on skilfully to a win followed by an equally skilful John Hine (1.6 Lotus Europa) who, despite a loss of power caused by a broken exhaust system as well as a smaller engine, was still able to stay within 15 secs of Skeaping after 25 laps. Cowin slowly worked his way back through the field to third place and a fastest lap time to his credit having passed Ian Skailes (2.0 Chevron-BMW) and Alan Fowler (1.6 Mercury-Ford GT), but he was unable to catch Hine in the remaining laps. John Jordan brought his GT40 home to a lonely sixth place one lap behind the leader with class winner Nathan seventh, his overall MN title secure.

Final round of the Osram-GEC BARC saloon car championship, up to 850 cc and 851 to 1000 cc (laps): 1, L. Hickman (1.0 Ford Anglia), 13 m 6.2 s, 86.30 mph; 2, K. Holland (850 Hillman Imp); 3, A. McHardy (1.0 Hillman Imp). **Fastest lap:** P. Vann (1.0 Mini-Cooper), 1 m 36.0 s, 88.35 mph (record). **Class winners:** Holland and Hickman.

Final round of the Freddie Dixon Challenge Trophy for prod sports cars up to 1150 cc and 1151 cc to 2000 cc (8 laps): 1, R. Enever (1.3 MG Midget), 12 m 41.0 s, 89.16 mph; 2, Mrs G. Konig (1.1 MG Midget); 3, A. Poole (1.3 MG Midget). **Fastest lap:** Enever, 1 m 33.4 s, 90.81 mph (record). **Class winners:** Mrs Konig and Enever.

Final round of the Osram-GEC saloon championship, 1001 to 1300 cc and over 1300 cc (8 laps): 1, R. Longman (1.3 Mini-Cooper S), 12 m 39.4 s, 89.35 mph; 2, J. Blackburn (1.6 Ford Escort-FVA); 3, D. Currie (1.3 Mini-Cooper S). **Fastest lap:** Currie, 1 m 33.2 s, 91.0 mph (record). **Class winners:** Longman and Blackburn.

Final round of the Freddie Dixon Trophy for prod sports cars 2001 to 3000 cc and over 3000 cc (8 laps): 1, W. Pearce (3.8 Jaguar E) 12 m 37.2 s, 89.61 mph; 2, J. Chatham (3.0 Austin-Healey 3000); 3, J. Lewis (3.8 Jaguar E). **Fastest lap:** Pearce, 1 m 33.0 s, 91.20 mph. **Class winners:** Chatham and Pearce.

Final round of the "Motoring News" GT championship for special GT cars up to 1150 cc, 1151 to 1600 cc and over 1600 cc (25 laps): 1, C. Skeaping (2.0 Chevron-BMW), 37 m 05.4 s, 95.28 mph; 2, J. Hine (1.6 Lotus-Ford Europa); 3, A. Cowin (4.7 McLaren-Ford M1C). **Fastest lap:** Cowin, 1 m 27.0 s, 97.49 mph. **Class winners:** R. Nathan (1.0 Nathan-Imp GT), Hine and Cowin.



Alistair Cowin (McLaren M1C) leads John Hine (Lotus Europa) and Chris Skeaping (Chevron-BMW) through Club before calling into the pits for new goggles.

Mondello: Two for Cullen

By BRIAN FOLEY

THE Leinster MC originally intended running a national open meeting at Mondello Park on Sunday, October 6, but due to lack of suitable sponsorship the status of the meeting had to be downgraded to national. It turned out to be another day of marvellous racing at Mondello, packed with several exciting dices which gave the good crowd more than their money's worth.

Northern drivers Nelson Todd and Harold McGarrity, both having their first outing at Mondello, enjoyed a close scrap in the opening race, for sports cars and specials. Todd obviously heard about the emphasis placed upon acceleration rather than high top speed on the twisty 0.7-mile track, and he fitted a low diff to his 1½-litre U2. This evidently gave him an advantage over McGarrity in the ex-Jackie Fildes 1.3 Midget, and at the end of the 15 laps he was 2.6 secs ahead. On the last corner Richie Conroy got his 1.5 Buckler-Ford all crossed up, and he lost third place to the waiting Stuart Cosgrave (Mini-Marcos).

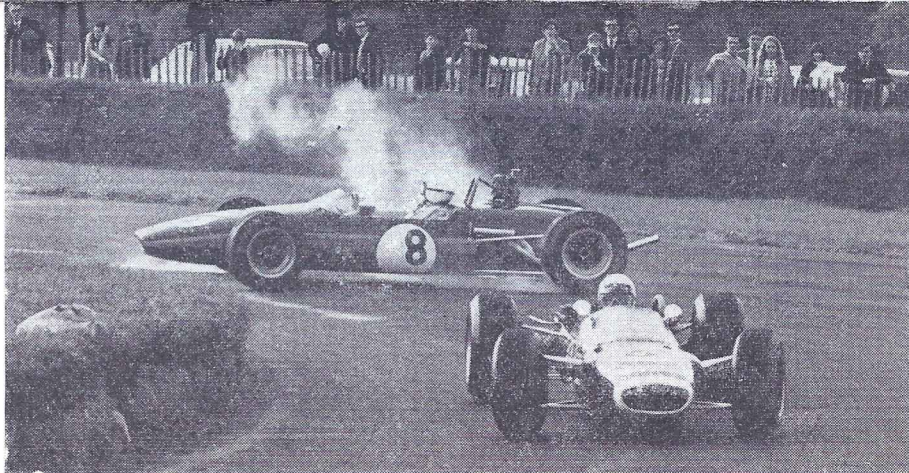
The ladies' race was a rather ridiculous handicap run over 10 laps, with Mary Donnelly and Ruth Finn off the scratch mark in a pair of 1.3 Cooper Ss and giving no less than 1 lap 20 secs to the eventual winner Margaret Goosen, who averaged 44.76 mph in a bog standard Mini; Mary Donnelly averaged 50.92 mph in second place, and Ruth Finn retired Stee Griffin's Smarties 1.3 Cooper S with clutch trouble and a suspected broken crank.

Crawford Harkness (Lotus 51) shot into an immediate lead in the FF race, closely harried by Brian McSloy (Lotus 51), Alex Watkins (Lotus 22) and Patsy McGarrity (Lotus 51). On the last corner McSloy bumped Harkness, and Watkins neatly nipped past McSloy to finish second, 0.6 sec behind Harkness, and 0.6 sec ahead of McSloy.

John Keaney (1.1 Cooper S) ran away with the up to 1250 cc saloon race, and Jim McClements (1.3 Cooper S) convincingly won the over 1250 cc saloon race from Tony Brennan (1.3 Cooper S) and Vinney Moy (Anglia t/c), the latter closing right up on Brennan.

Brian Nelson (Lola T60), John Pollock (Crosslé 14F), and Richie Heeley (Lotus 31)

In the 1600 cc National Formula race, Kevin Murphy and Colin Holohan (Brabham BT18s) lead Ken Fildes (Cooper t/c) at Dunlop.



In the North v South team race, Brian Cullen (Lola T60) rounds Dunlop ahead of the spinning Bill Gowdy (F3 Brabham BT21).

non-started in the 1600 cc National Formula race, but an additional starter was young Ken Fildes, making his *début* at the wheel of Luke Duffy's twin-cam Cooper. Brian Cullen (Lola T60) jumped the start and was immediately penalised 60 secs, an impossible penalty to make up in 20 laps. Bill Gowdy (F3 Brabham BT21) became the leader, and after being baulked for five laps by Kevin Murphy (1.6 Brabham BT18), Fildes got away to close within feet of the F3 car. On the penultimate lap Fildes missed a gear coming out of Shell, and lost all hope of taking Gowdy. Cullen crossed the line just in front of the winner, a full lap in front, but his penalty dropped him to third. Colin Holohan went surprisingly well for the first three laps in his 1.6 Brabham BT18 until he retired.

Race 6 was a North v South team event, and turned out to be a mad helter-skelter. On the first lap three Northern drivers were off the road at Shell, and although Crawford Harkness and Brian McSloy got going again in their FF Lotus 51s. Jim McClements was out of the game with his 1.3 Cooper S.

Cullen set the pace in his Lola, but with 600 cc less under the lid of his F3 Brabham Gowdy strongly challenged him, actually leading for two laps. Cullen took Gowdy on the Ford Straight and the latter then spun at Dunlop, and the Lola driver went on to finish with 2.8 secs to spare. Third was Don Hunter in the Watkins FF Lotus 22, and so the South finished first and third, with Gowdy upholding Northern honours in second spot. Fourth was McGarrity (N) in his Midget.

Cullen ran away with the *formule libre* 20-lapper, and the interest centred on the wonderful dice for second spot between Gowdy and Fildes. Two laps from the end, Fildes was in front and on the last corner he expertly closed the door on Gowdy to take second spot by 0.4 sec. All the other runners were lapped by the first three.

The last race was for the 10 fastest Minis, and for three furious laps Jimmie Dunne led Heaney and Stee Griffin, in Tony Brennan's car. Heaney then went out front and Griffin displaced Dunne. At the flag Heaney had a 0.6 sec lead, over Griffin, with Dunne less than 1 sec behind in third spot, and John Keaney (1.1 Cooper S) the only other driver to go the full 15 laps.

Sports cars and specials (15 laps): 1, N. Todd (1.5 U2-Ford), 10 m 56 s, 57.67 mph; 2, H. McGarrity (1.3 MG Midget); 3, S. L. Cosgrave (1.3 Mini-Marcos). **Fastest lap:** Todd, 42 s, 60.01 mph.

Ladies' Handicap (10 laps): 1, Miss M. Goosen (1.0 Mini), 9 m, 44.76 mph; 2, Miss M. Donnelly (1.3 Mini-Cooper S); Mrs M. du Moulin (850 Mini). **Fastest lap:** Miss Donnelly, 47.2 s, 53.40 mph.

Formula Ford (15 laps): 1, C. Harkness (Lotus 51), 10 m 39 s, 59.16 mph; 2, A. F. S. Watkins (Lotus 22), 3, B. McSloy (Lotus 51). **Fastest lap:** P. McGarrity (Lotus 51), 41.6 s, 60.58 mph.

Saloons up to 1250 cc (15 laps): 1, J. Keaney (1.1 Mini-Cooper S), 11 m 7.0 s, 56.63 mph; 2, M. Mitten (850 Riley Elf); 3, D. Donnelly (850 Mini). **Fastest lap:** Keaney, 43.4 s, 58.07 mph.

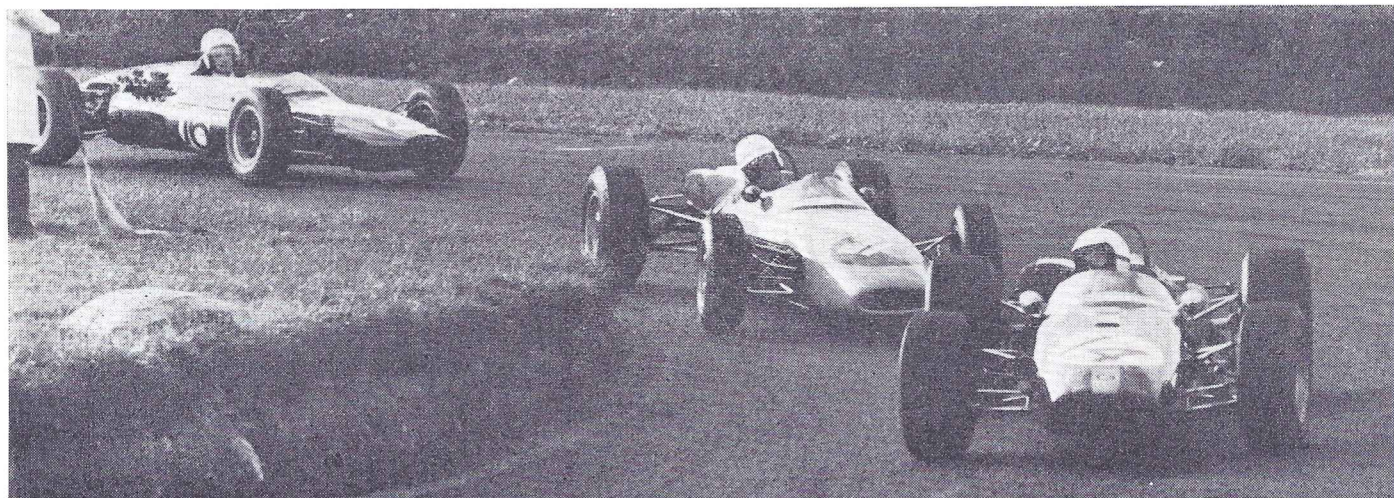
Saloons over 1250 cc (15 laps): 1, J. McClements (1.3 Mini-Cooper S), 10 m 44.6 s, 58.61 mph; 2, T. Brennan (1.3 Mini-Cooper S); 3, V. Moy (1.6 Ford Anglia t/c). **Fastest lap:** McClements, 41.8 s, 60.30 mph.

National Formula, 1600 cc (20 laps): 1, W. Gowdy (F3 Brabham BT21), 13 m 7.4 s, 60.80 mph (19 laps); 2, K. Fildes (1.6 Cooper-Ford t/c); 3, B. F. Cullen (1.6 Lola-Ford T60 t/c). **Fastest lap:** Cullen, 38.4 s, 65.63 mph.

North v South (15 laps): Team result: South, 42 pts; North, 35 pts. **Overall results:** 1, B. F. Cullen (1.6 Lola-Ford T60 t/c), 10 m 22.2 s, 60.73 mph; 2, W. Gowdy (F3 Brabham BT21); 3, D. Hunter (1.6 Lotus-Ford 22 t/c); 4, H. McGarrity (1.3 MG Midget); 5, F. Heaney (1.3 Mini-Cooper S); 6, J. B. O'Brien (FF Titan). **Fastest lap:** Cullen, 38.8 s, 64.96 mph.

Formule libre (20 laps): 1, B. F. Cullen (1.6 Lola-Ford T60 t/c), 13 m 10.4 s, 63.81 mph; 2, K. Fildes (1.6 Cooper-Ford t/c); 3, W. Gowdy (F3 Brabham BT21). **Fastest lap:** Cullen, 38.8 s, 64.96 mph.

Invitation saloon race (15 laps): 1, F. Heaney (1.3 Mini-Cooper S), 10 m 44 s, 58.89 mph; 2, S. T. Griffin (1.3 Mini-Cooper S); 3, J. Dunne (1.3 Mini-Cooper S). **Fastest lap:** Dunne, 41.6 s, 60.58 mph. **Class record:** M. Mitten (850 Riley Elf), 45.0 s, 56.00 mph.



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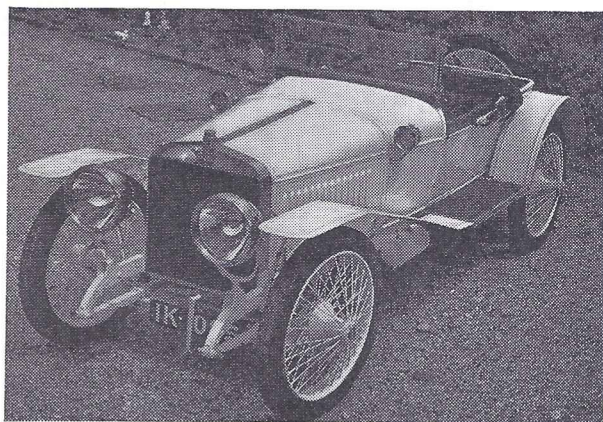
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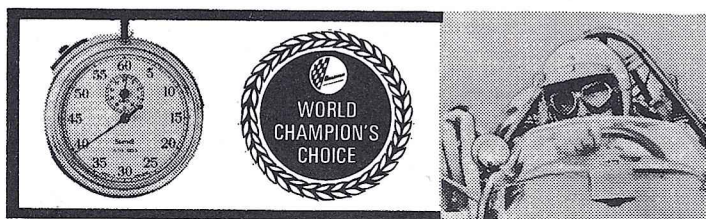


Cars in Colour

Introduction and notes by Michael Sedgwick

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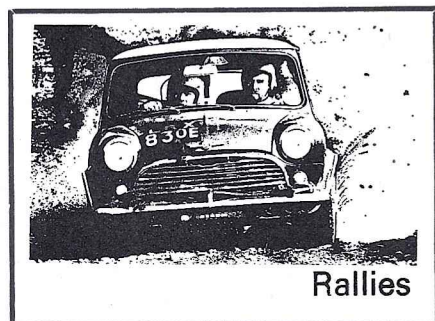
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Rallies

Plains: Cooper brothers win at last

It is always a pleasure to witness years of relentless determination being rewarded by eventual success: Rod and Ian Cooper drove their Lotus Cortina to win the Rally of the Plains, held on October 5/6 in Wales. For years before their Supersport Engines Ltd business even got off the ground, the brothers used to compete in the championship rallies, originally using an old VX4/90 which was tired from racing before it was ever rallied. They won by the narrowest of margins from Barrie Malkin/Keith Wood, also in a Mk 1 Lotus Cortina.

It was the first time that the Knutsford & DMC were given MN championship status, and they thoroughly deserved it. Their only failing was in announcing that the route would be much smoother than it was, but the tracks (particularly over the hills between the Vale of Llangollen and the Ceiriog Valley) had deteriorated badly since the route was originally authorised. This deterioration had two marked effects: there was a very difficult hill on the approach to TC66, which hardly anyone managed to climb and which gave hosts of crews fails, while the roughness caused the slowing-down of Barrie Malkin, who had ventured out without a sumpguard and was just beaten into first place as a result.

A full entry of 120 testified to the high regard held for this rally, and the inevitable Imp of Colin Malkin was at the head of the

list. The championship leader was deprived of his special manifold (which gave him an extra 8 bhp on the Express and Star—it was needed to impress the television millions at the rallycross) but, by the way that he and John Brown scorched around for most of the first half, it made little difference. The only other driver to show a candle to Colin was Roy Fidler, who had driven straight down from Croft, but Malkin/Brown were minutes ahead when they ran out of petrol, 10 miles from the halt; their disappointment was worsened as they had earlier refused the offer of some spare petrol from a marshal.

The route was old-fashioned in the best sense of the expression—hard all the way with no time for a breather. Two sections were timed to the second—just in case of ties—but the slippery hill near the end made the selectives pretty superfluous. The road sections took a heavy toll of unreliable cars and errant drivers. Jimmy Bullough/Don Barrow (Escort TC) started with electrical problems and retired after only a few sections, Alun Rees/Derek Tucker (Cooper S) ran their bearings, Jack Tordoff/Paul Stevens (Escort TC) just vanished without word or reason, while Ron and Evelyn Jamieson (Cooper S) broke their transmission. Brian Newman went straight-on when the road went left, causing grievous bodily harm to his Lotus Cortina and giving navigator Chris Nash his second big accident in two rallies. The brothers Potts (Escort GT) had similar trouble at the same bend on the Belan road north of Llangadfan. In another spectacular, Dave Tomlinson rolled near Dolanog, and had the nasty experience of Boxall's Lotus Cortina landing on top of his Cooper S.

Even before the first car was due to arrive, the halfway garage at Llanfyllin was witnessing several little dramas. Pauline Wynn arrived after retiring with a dodgy clutch, having found Malkin's stranded Imp, and drove off with some spare petrol cans, and Potts arrived with the battered Newman Lotus in tow. Fidler eventually turned up and headed straight for the garage to repair his exhaust and restore some of his lost brake power, while Barry Hughes started checking on how their rivals were faring. Barrie Malkin seemed to be the nearest, 4 mins down on the German car.

From a restart a couple of miles down the road, crews headed off for the second half, no doubt thinking that having reached

that far things must undoubtedly be easier in the second half. After ten more controls, Fidler was well ahead of the field, but Sparrow had forced his Mini ahead of Lovell, and the field was becoming incredibly dispersed. The leading semi-experts, Frank Pierson/Dave Cowell, who started number 41, were in fact the 11th car through. The Fidler régime was soon to topple, however, as after sliding wide at a bend after TC59 and reversing clear, a startling backfire from the engine of the 2002 indicated that the timing chain had drastically slipped. This left the other Malkin in the lead, but with the roads becoming rougher Barrie was taking things more easily; the Plains was now anyone's rally.

With only four more controls to go, the whole event was decided upon the slippery hill up to TC66. Sparrow's Mini could not make it, so Raeburn directed the car around a devious route to the loss of 13 mins, but both Malkin and the Coopers climbed it all right. Lovell was not so lucky, and had to go back, baulking the Liz and Ron Crellin Cooper S into the bargain. Pierson had a clear run, despite almost bald tyres, and made it.

At the finish it was found that only five crews escaped fails because of this hill, and that Cooper and Malkin were absolutely neck-and-neck. There was a short pause while the times for the second selective were checked again, but soon the provisional results were announced and it was the Coopers who had the verdict, a very popular decision and the climax to one of the best-run and most enjoyable rallies for some time.

MARTIN HOLMES.

1, R. Cooper/I. Cooper (Ford-Lotus Cortina), 32, 8; 2, B. Malkin/K. A. Wood (Ford-Lotus Cortina), 33, 25; 3, W. Sparrow/N. Raeburn (1.3 Mini-Cooper S), 40, 23; 4, A. F. Pierson/D. C. Cowell (Ford Cortina GT), 54; 36; 5, P. Cooper/E. Griffiths (Ford-Lotus Cortina), 65; 2; 6, Mrs E. Barlow/A. Price (875 Hillman Imp), 1F, 70, 39; 7, Mrs E. Crellin/R. Crellin (1.3 Mini-Cooper S), 2F, 62, 1; 8, D. H. Wood/Miss V. Sadler (1.3 Mini-Cooper S), 3F, 65, 49; 9, D. Kettleborough/D. Osbourne (1.3 Mini-Cooper S), 4F, 46, 14; 10, C. D. Lovell/J. Chitty (Ford Cortina GT), 4F, 53, 13.

Selective times

S1 (3 m 30 s): 1, C. Malkin/J. R. C. Brown (1.0 Hillman Imp) and R. Fidler/B. Hughes (BMW 2002), 4 m 45 s; 3, Cooper/Cooper, 4 m 53 s; 4, Malkin/Wood, 4 m 58 s; 5, Sparrow/Raeburn, 5 m 6 s; 6, R. Lawrence/J. Morgan (Mini-Cooper S), 5 m 9 s.

S2 (10 m): 1, Cooper/Cooper, 13 m 45 s; 2, Sparrow/Raeburn, 13 m 47 s; 3, Malkin/Wood, 13 m 57 s; 4, Fidler/Hughes, 14 m 7 s; 5, Lawrence/Morgan, 14 m 26 s; 6, Lovell/Chitty, 14 m 27 s.

● The 1968/69 Eire Rally Championship got under way on the night of October 5/6 with the Limerick MC's Thomond Rally, run over a rugged route of 245 miles in County Clare. Thirty crews started in the event, which was a navigation exercise with some 45 route checks and 10 time controls, and only 17 crews were classified as finishers.

Winner was twice Eire rally champion Noel Smith in his Renault 8 Gordini. Navigated by Ricky Foott, Smith dropped 7 mins on the road, 11 fewer than P. J. Dolan/Eamonn Cotter, and Frank Fennell/Frank O'Donoghue were 19 mins down. Alec Poole/Paul Phelan in an ex-works 1.3 Cooper S finished sixth overall, and the three Escort TCs of Tom Burke, Demi Fitzgerald and Mick Barry were unplaced.

1, N. T. Smith/R. Foott (Renault 8 Gordini), 7 m; 2, P. J. Dolan/E. Cotter (NSU TTS), 18 m; 3, F. Fennell/F. O'Donoghue (NSU TT), 19 m; 4, P. O'Sullivan/D. O'Sullivan (1.5 Ford Anglia), 20 m; 5, D. Carnegie/N. Davin (Mini-Cooper S), 21 m; 6, A. K. Poole/P. Phelan (Mini-Cooper S), 23 m.



Winners Rod and Ian Cooper swing round the hairpin on the second selective, west of Llanfyllin, on which they were fastest.



The winning VW-Porsche of Robert McBurney/Terry Harryman on Narrow Water.

Volkswagen wins in Ulster

ROBERT MCBURNEY has won the Ulster Rally Championship five times on the strength of a high degree of reliability coupled with good driving. This year McBurney has been driving better than ever but his VW-Porsche has suffered a succession of breakdowns and out of three championship events there has been a dismal record of three retirements. However, on the night of Friday, October 4, the pattern changed and in the Newry MC's Frontier Rally McBurney led from start to finish, with Terry Harryman navigating. Second place was taken by Peter McConnell/Brian Rickerby (Hillman Imp), ahead of the Southern crew of Noel Smith/Ricky Foote in a Mini-Cooper. The only fault in this otherwise excellent rally was that the road sections were a bit too easy and five crews were clean on the road, leaving the result to be decided on the five special stages—and McBurney was fastest on every one.

The 65 starters soon got down to business with the first stage at Narrow Water, two miles from the start in Newry. McBurney soon showed his form by taking fastest time in 3 m 43 s with McConnell close behind followed by Ronnie McCartney's ex-works Cooper S (*our title block*—Ed) and Robin Lyons's ex-McCartney Cooper S. The second stage at Fathom again saw McBurney in the lead with 2 m 45 s, a full 10 secs ahead of Lyons, McCartney and semi-expert John McAlorum's Cooper S. The third stage in this group was a new one on Slieve Gullion mountain, which McBurney cleaned in 5 mins dead; Cahal Curley (Lotus) was next with 5 m 12 s followed by Lyons on 5 m 15 s. McCartney dropped back a bit with a broken brake pipe, but repairs were soon carried out.

Two hours of navigation in the border area of South Armagh followed. This maze of white roads usually extracts a heavy penalty, but with the roads mostly dry the faster cars had little trouble getting to the first petrol halt, near Keady, without loss. However, Charles Maunsell/Alec Spence retired with the front suspension of their Hunter severely deranged following heavy contact with a rock, while Roy McBurney was in all sorts of trouble with his VW-Porsche. John McClean/Hal Patton never made it out of Slieve Gullion when the drive disappeared on their Cooper. Curley/Frazer were complaining of alternator

trouble and Noel Smith was losing fuel, but both got through without loss of time. Not so lucky were Oliver Hadden/Dave Elliot, who dropped 10 mins after a mendacious Tripmaster put them off course, while Charlie O'Rourke/Alec Cheevers lost 5 mins dealing with a puncture and leading semi-experts Sydney Meeks/Bryce Sands were 1 min down.

After refuelling the field had a couple of hours of fun and games in the dreaded region round Deadman's Hill but with the exception of Curley, who dropped 3 mins, none of the leaders was in trouble. Then as the route began to wind its tortuous way back to Newry several of the top runners dropped out. McCartney damaged his Cooper very severely when a steering arm broke and the car went end over end, while Derek Boyd was out, though not so spectacularly, when his Lotus broke the crankshaft pulley. Robin Lyons, who had been going so well, suffered a cruel blow when his Cooper's clutch gave. Mervyn Johnston/Beatty Crawford lost 15 mins when a dead short ruined their battery, but a loan from Lyons' stricken car enabled them to finish.

The timed section finished in Newry and after another petrol halt the survivors headed out to complete the rally with the final two stages at Rostrevor Forest and Mourne Park. Inevitably, McBurney was fastest on Rostrevor with 6 m 36 s and, in an effort to catch second placeman McConnell, Curley was second in 6 m 48 s which pulled back 27 secs on the Imp. On Mourne Park McBurney again demolished the opposition with 7 m 10 s to McConnell's 7 m 36 s but poor Curley had the dismal luck to break a driveshaft and the maximum penalty incurred dropped him to fifth.

BEATTY CRAWFORD.

Experts: 1, R. D. G. McBurney/T. A. Harryman (VW-Porsche), 28.5 pens; 2, P. G. McConnell/B. Rickerby (Hillman Imp), 39.8; 3, N. T. Smith/R. Foote (Mini-Cooper S), 52.0; 4, R. White/W. H. Hagan (Mini-Cooper S), 56.0; 5, C. B. Curley/A. Frazer (Ford-Lotus Cortina), 57.8; 6, C. O'Rourke/A. Cheevers (Mini-Cooper S), 87.7.

Semi-Experts: 1, S. Meeke/B. Sands (Ford Anglia GT), 68.7; 2, W. J. Ferguson/A. J. Clarke (Ford Escort GT), 79.2; 3, B. Reid/P. Long (Sunbeam Imp Sport), 82.5.

Novices: 1, T. Haydock/G. Beatty (Hillman Imp), 34.0; 2, P. Lavery/D. Johnston (Ford Cortina) and R. Elwood/M. Watters (VW 1500), 52.0.

Illuminations: Malkin/Brown clinch title

YOU know the story about the old bull and the young bull. Rally drivers are the same, and Jim Bullough proved it again last weekend when he and Don Barrow took their Escort TC round in a smooth, unfurled manner to win the Morecambe CC championship Illuminations Rally. Second, after troubles in the navigation department, came the Imp of Colin Malkin/John Brown, who thereby finally assured themselves of the driver's and navigator's titles in the *Motoring News* championship.

The diminishing band of MN regulars nearly all made the trip to Morecambe to do battle over the terrors of the Lake District with a strong local contingent, a very demanding route and the Cumberland monsoon season. Most conspicuous absentees were Bob Bean, in temporary retirement after his Star shunt, and Roy Fidler/Barry Hughes. The plot was simple (although route-plotting wasn't): 19 selective sections, two of them on private land, taking in the very best Lakeland territory, and including a lot of fairly rough going which had not been improved by recent wet weather.

The first section was a 3-minute special selective on private tracks up Lancaster golf course and over the M6 motorway. The normally ultra-reliable Supersport Lotus Cortina of Rod and Ian Cooper here became the first retirement when the gearbox seized only 300 yds from the start-line.

Special selective 1 (3 m): 1, C. Malkin/J. Brown (Imp), 3 m 10 s; 2, B. Malkin/K. Wood (Lotus Cortina), 3 m 12 s; 3, D. Griffiths/E. Wilkinson (Cortina GT), 3 m 22 s; 4, I. Fairclough/R. Hobro (Cooper S), 3 m 23 s; 5, J. Tordoff/G. Ryan (Escort TC), 3 m 25 s.

The road sections kicked off with a couple of excellent selectives in the Wennington area, using most of that classic network of rally roads and already presenting navigators with a fair sprinkling of the invisible turnings for which these northern maps are infamous. Ford coil-leads suddenly decided to come adrift on the first of these, sufferers being the Escort TC of John Heppenstall/Hywel Thomas and the Lotus of Barrie Malkin/Keith Wood, the latter losing 12 secs and thereby his second place. Fastest credited times on both sections are suspect—both would have been highly creditable and more credible at 1 min slower—and were the first of a number of bonus minutes distributed by kindly marshals to various competitors during the night. Barrie Malkin's was enough to get back his second place, while David Griffiths, after two excellent times (even allowing for error), disappeared from the leader board.

Selective 1 (23 m): 1, Griffiths, 20 m 5s; 2, C. Malkin and J. Bullough/D. Barrow (Escort TC), 20 m 55 s; 4, Tordoff, 21 m 30 s; 5, W. Sparrow/N. Raeburn (Mini), 22 m 0 s. 12 crews unpenalised.

S2 (5 m): 1, B. Malkin, 4 m 7 s; 2, C. Malkin, 4 m 51 s; 3, Bullough, 5 m 7 s; 4, Tordoff, 5 m 11 s; 5, A. Payne/C. Briars (Imp) 5 m 16 s.

The next three selectives looped northwards from Gressingham, round Burton and Holme, to finish near Hutton Roof. Again all were on clean, despite some flooded going through works for the new M6, and the suspect time to Bullough on selective 5 gave

club news

him no advantage. The Hydrolastic suspension collapsed on the nearside of the Mini-Cooper of David Cowan/Arnold Price, and their very creditable performance over the remainder of the rally was done on the bump-stops. Will Sparrow was in trouble, too, when the driver's seat of the Willpower Mini collapsed.

S3 (13 m): 1, C. Malkin, 10 m 37 s; 2, Bullough, 11 m 0 s; 3, B. Malkin and Sparrow, 11 m 30 s; 5, A. Thurlow/D. Stephenson (Cooper S), 11 m 35 s. 31 crews unpenalised.

S4 (6 m): 1, C. Malkin, 5 m 2 s; 2, Bullough, 5 m 15 s; 3, Thurlow and F. Pearson/D. Cowell (Cortina GT), 5 m 20 s; 5, Sparrow, 5 m 21 s. 12 crews unpenalised.

S5 (10 m): 1, Bullough, 8 m 35 s; 2, C. Malkin, 9 m 5 s; 3, B. Malkin, 9 m 16 s; 4, Tordoff, 9 m 51 s; 5, Thurlow, 10 m 4 s.

Selective 6 did much looping just north-west of Kirkby Lonsdale and then cut north, to be followed immediately by 7 finishing just east of Kendal. Both were almost all tarmac, and again both were on clean; but the last road clean sheet vanished on the former when John Brown had a mental aberration and spent a couple of minutes exploring a slot where there wasn't supposed to be one; the lead now passed to Bullough. John Heppenstall's rally ended when the Escort savaged a wall and littered the road with masonry and motor, both having to be shifted the hard way by Will Sparrow/Nigel Raeburn, next crew up.

S6 (25): 1, Bullough, 24 m 50 s; 2, Tordoff, 25 m 30 s; 3, B. Malkin, 25 m 45 s; 4, C. Malkin, 26 m 14 s; 5, Pearson, 26 m 21 s.

S7 (13 m): 1, Bullough, 12 m 45 s; 2, C. Malkin, 12 m 51 s; 3, M. Rigg/A. Edmondson (Cooper S), 13 m 16 s; 4, B. Malkin and D. Smith/C. Penrice (Cooper S), 13 m 17 s.

At last came a selective that no-one cleaned, using a lot of little white roads north-east of Kendal. Another suspect time in Bullough's favour this time *did* help, increasing his lead over Colin Malkin to 1 min 16 secs, at 1.28 to 2.44. Third at this stage was Barrie Malkin on 3.39, with Jack Tordoff/Gerry Ryan (Escort TC) fourth on 4.16, followed by the Cortina GT of Frank Pearson/David Cowell on 5.40.

S8 (9 m): 1, Bullough, 9 m 40 s; 2, C. Malkin, 10 m 20 s; 3, B. Malkin, 11 m 10 s; 4, Tordoff, 11 m 25 s; 5, Rigg, 11 m 30 s.

After fuel in Kendal, selective 9 used lanes just north of the town and around Staveley. It was Colin Malkin's turn to get a suspected bonus minute here, which enabled him to take the lead back from Bullough.

S9 (18 m): 1, C. Malkin, 19 m 15 s; 2, Bullough, 20 m 45 s; 3, Rigg, 21 m 20 s; 4, B. Malkin, 22 m 0 s; 5, Tordoff, 22 m 7 s.

A run through Windermere and Ambleside, and then came the start of the real Lakeland motoring with a selective around Tarn Hows and the High Tilberthwaite maze. Colin Malkin, not knowing he was leading, was really starting to motor.

S10 (16 m): 1, C. Malkin, 16 m 30 s; 2, Bullough, 16 m 44 s; 3, F. Davies/A. Wilkins (Cooper S), 16 m 52 s; 4, Smith, 17 m 5 s; 5, Sparrow and Rigg, 17 m 47 s.

Selective 11 should have been a run over Wrynose and down the valley to Seathwaite, but was cancelled when the start marshal failed to arrive. Number 12 was a splendid one over Kiln Bank, round Stephenson Ground and finishing with a series of white roads down to Broughton-in-Furness. Some fast roads in the middle enabled 11 cars to clean it, though.

S11: not held.

S12 (25 m): 1, C. Malkin, 22 m 10 s; 2, Bullough, 23 m 8 s; 3, B. Malkin, 23 m 39 s; 4, Sparrow, 23 m 53 s; 5, Fairclough, 24 m 0 s. 11 crews unpenalised.

At the Grizeback fuel halt, Colin Malkin led Bullough by 55 secs, at 4.02 to 4.57. Barrie Malkin and Tordoff were having a real battle for third, and at this point were actually tying on 10.11. The local challenge was now making itself felt, the Cooper S of David Smith and Chris Penrice now lying fifth on 13.42, just ahead of Pearson on 14.01. Les Cowan/Chris Nash (Cooper S) were going slowly round on minimum lighting, the dynamo having packed up at Kendal.

The next two selectives, a nice one over Heathwaite Yeat and Tottlebank and a dullish one from Lowick to Soutergate, saw Colin Malkin consolidate his lead and Barrie Malkin establish himself back in third place. Sparrow's exasperating night was capped when he holed his sump, although he did drive slowly round to finish using 7 gallons of oil to do so!

S13 (10 m): 1, C. Malkin, 12 m 7 s; 2, Bullough, 12 m 37 s; 3, B. Malkin, 12 m 47 s; 4, Smith, 12 m 55 s; 5, J. Parkinson/F. Bainbridge (Cortina GT), 13 m 16 s.

S14 (14 m): 1, C. Malkin, 14 m 11 s; 2, B. Malkin, 14 m 45 s; 3, Bullough, 15 m 10 s; 4, Smith, 15 m 19 s; 5, Sparrow, 15 m 22 s.

The next couple of sections were on new ground in south Furness, one using a lot of obscure farm tracks on the coast by Dalton, the other looping from Barrow back up towards Ulverston. Bullough was now being slowed by a dud dynamo and consequent fading of his lights.

S15 (7 m): 1, C. Malkin, 6 m 23 s; 2, B. Malkin, 6 m 45 s; 3, Smith, 6 m 54 s; 4, Thurlow, 6 m 56 s; 5, Bullough, 7 m 7 s.

S16 (23 m): 1, C. Malkin, 22 m 15 s; 2, Bullough, 22 m 47 s; 3, B. Malkin, 23 m 15 s; 4, Thurlow, 23 m 27 s; 5, Smith, 24 m 4 s.

So at the beginning of the last road selective, a real classic over the Furness Fells, Colin Malkin had a firm lead; but Brown's Lake District Bogey struck again, and a massive wrong slot cost them about 5 mins, the lead, and victory; for the last section of all, the second special selective on private land at Leighton Hall, was easily on clean. Poor Alan Thurlow, though, who had been going really well in his Cooper S with David Stephenson, had his battery short out on a yump here and lost much time and several places sorting it out.

S17 (20 m): 1, Bullough, 22 m 26 s; 2, B. Malkin, 22 m 49 s; 3, Smith, 22 m 51 s; 4, Davies, 23 m 19 s; 5, Parkinson, 23 m 55 s.

Special selective 2 (3 m): 1, C. Malkin, 2 m 14 s; 2, Bullough, 2 m 26 s; 3, B. Malkin, 2 m 28 s; 4, Parkinson, 2 m 33 s; 5, Smith, 2 m 40 s. 20 crews unpenalised.

Back to Morecambe for breakfast and quick results. There were a few grumbles about rough roads, the odd missing marshal and suspect timing, but by and large the illuminations had been a good, tough event for which Tony Mason, Bob Redhead and their sponsor, Skipper of Kendal, are to be congratulated.

JOHN BROWN.

1, J. Bullough/D. Barrow (Ford Escort TC), 10 m 6 s; 2, C. Malkin/J. R. C. Brown (Hillman Imp), 12 m 31 s; 3, B. Malkin/K. Wood (Ford Lotus Cortina), 16 m 24 s; 4, D. Smith/C. Penrice (Mini-Cooper S), 22 m 23 s; 5, J. Tordoff/G. Ryan (Ford Escort TC), 22 m 56 s; 6, J. Parkinson/F. Bainbridge (Ford Cortina GT), 29 m 46 s; 7, D. Cowan/A. Price (Mini-Cooper S), 32 m 25 s; 8, F. Pearson/D. Cowell (Ford Cortina GT), 33 m 10 s; 9, A. Thurlow/D. Stephenson (Mini-Cooper S), 34 m 11 s; 10, F. Davies/A. Wilkins (Mini-Cooper S), 37 m 2 s.

Semi experts: 1, R. Otter/P. Robinson (Ford Cortina GT), 58 m 9 s; 2, R. Stuart/R. Moore (Mini), 17 F. 79 m 35 s; 3, D. Hughes/D. Farrell (Ford Lotus Cortina), 17 F. 92 m 52 s.

Novices: 1, H. Scales/A. Bowman (Ford Anglia), 3 F. 66 m 57 s; 2, J. Nickson/H. Marchant (Mini-Cooper), 5 F. 91 m 35 s; 3, J. Parlow/A. Fullerton (Mini-Cooper S), 15 F. 81 m 5 s.

Mixed crew: Miss J. Kirkaldie/A. Banks (Mini-Cooper S), 63 m 41 s.

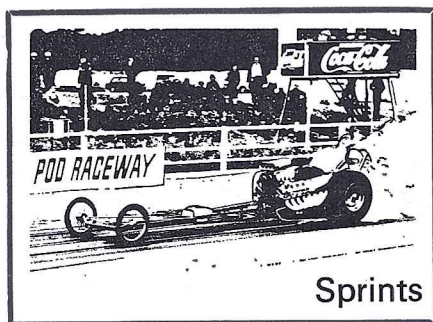
Team award: C. Malkin and B. Malkin.
Club team: Morecambe CC (F. Davies, L. Cowan, D. Cowan).

● The Mid-Thames CC's Autumn Rally last weekend was won by Cortina GT crew Alan Hemmings and Donald Close, whose report will appear next week. Results:

1, A. Hemmings/D. Close (Ford Cortina GT), 811 pens; 2, P. Reddish/Miss F. Cobb (Ford Cortina GT), 1001; 3, M. Graham-Clare/S. Gray (Ford Cortina GT), 1039; 4, N. Downes/K. Poole (Sunbeam Imp), 1134; 5, N. Morgan/J. Dymond (Morris 1100), 1185; 6, K. Bennett/J. Merriman (Ford Anglia GT), 1202; 7, M. Smith/D. Booth (Mini-Cooper S), 1205; 8, B. Pottle/R. Pitt (Ford Cortina GT), 1273; 9, M. Clarke/B. Mills (Ford Anglia), 1285; 10, E. Hassell/G. Marlow (Sunbeam Imp), 1287.



Winners Jim Bullough/Don Barrow on one of the rougher selectives.

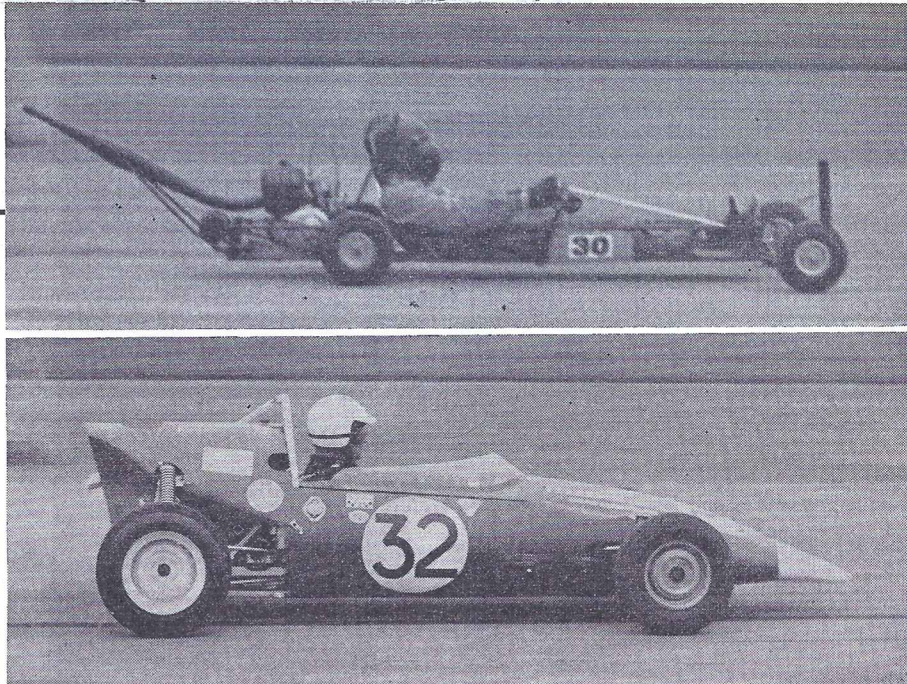


Sprints

100 new records at Elvington

AMONG the 100 international and British national records set up at the International Sprint Organisation's fourth Elvington weekend on October 5/6, 27 were taken by seven extremely different cars. Pride of place must go to Dennis Priddle in the 8-litre Chrysler-powered dragster, Tudor Rose, which on the Saturday afternoon achieved 8.296 s for the standing start quarter-mile. He did not quite become the first driver to exceed 200 mph on English soil, but his time set new world's fastest two-way figures.

RAC hillclimb champion, Peter Lawson, who was trying his hand at speed records for the first time in the 4wd BRM, took home six new records despite being chronically undergeared for all but the SS quarter-mile (10.936) and the SS 500 metres (12.5055). Fellow hillclimber Alan Staniforth



Brian Smith achieved nearly 102 mph in his little 250 cc kart dragster (top), with which he set four new records. Alan Staniforth fitted a new nose on the Terrapin-Min and achieved over 129 mph (above).

in the blown Terrapin-Min also took a bag of six records, his car sporting a pointed nose for the occasion.

Patsy Burt returned to Elvington to take five more records this year, and Pat Lindsay rumbled down the flying start quarter-mile in 6.6735 (134.86 mph) in the splendid although misfiring 24-litre Napier Railton. One of the star attractions was Brian Smith in his new 250 cc Villiers Starmaker-powered dragster. This exquisitely-prepared little machine, a mere toy in all except its performance, finally set four new figures, the fastest at 101.9772 mph.

CHRIS MASON.

New International records

SS 1/4-mile: J. Woolfe (9.4 Hustler 2), 12.325 s, 73.0223 mph; D. Priddle (8.0 Tudor Rose), 8.296 s, 108.486 mph; Miss P. Burt (4.5 McLaren-Oldsmobile M3A V8), 11.019 s, 81.6771 mph; P. G. Lawson (2.1 BRM 670-P FF 4wd V8), 10.936 s, 82.297 mph; A. Staniforth (1.1 Terrapin Min s/c), 13.0515 s, 68.596 mph; B. Smith (250 Smith-Starmaker Spl), 13.86 s, 64.8976 mph.

SS kilometre: Staniforth, 24.509 s, 91.2699 mph; Smith, 27.088 s, 82.5802 mph.

SS 500 metres: Lawson, 12.5055 s, 89.4380 mph; Staniforth, 14.9875 s, 74.6266 mph; Smith, 16.3065 s, 68.5093 mph.

SS mile: Staniforth, 34.848 s, 103.31 mph.

British National records

FS 1/4-mile: Hon P. Lindsay (24.0 Napier Railton), 6.6735 s, 134.86 mph; Miss Burt, 5.65 s, 158.292 mph; Lawson, 6.1585 s, 146.1394 mph; Staniforth, 6.9035 s, 129.8607 mph; Smith, 8.8255 s, 101.9772 mph.

SS kilometre: Lawson, 20.476 s, 109.2466 mph; Miss Burt, 19.841 s, 112.7430 mph.

FS kilometre: Miss Burt, 13.242 s, 168.920 mph; Lawson, 15.44 s, 144.574 mph; Staniforth, 17.121 s, 130.65 mph.

SS mile: Miss Burt, 27.905 s, 128.9375 mph; Lawson, 29.8745 s, 120.50 mph.

FS mile: Staniforth, 27.826 s, 129.37 mph.



Hillclimbs

Williamson visits Gurston

FOR their last 1968 meeting at Gurston Down on October 6, the SW Centre of the BARC had all the ingredients of a first-class event—good weather, an excellent entry, several competitions which were to be settled on the day, and no other event within 100 miles.

The first three classes attracted the usual bevy of Minis, but not as many as expected. D. C. Clement's 850 (46.3) won the small section, and the 1-litre class went to the Mini-Cooper of G. E. Brooks (45.0), who was in fact faster than the 1.3 Cooper S of 1300 class winner I. M. Roger (45.6). The big saloon section was won by Alan Mussard in his 1650 Anglia, which recorded 43.3 and promptly broke its diff during its second run.

In the smaller prod sports class Judith Day, despite a big slide on her first run, took the ladies' award in her well-campaigned Marcos 1500 (45.3), but she couldn't catch local man Mike Bundy, who took the class with his Sprite (44.8) on his last-ever run in the well-known yellow car. The only class record to fall all day went in the larger class, when Ken Kenyon took his E-type up in 40.4 to beat Mike Miles' similar car by over 1 sec.

The 750 MC were copromoting the event and class 7 saw the main battle for their award, which eventually went to B. J. Barker (Rejo Mk 6), so David Hendry took the class in his Terrier Mk 6 (44.6). The over 1200 cc special GT and sports-racing class saw the return of Formula Ford man Roy Adlam in his Elan, who showed that he has not forgotten how to climb hills and had nearly 1 sec in hand over second man Bill Elmes in the pretty twin-cam Palfrey.

The "one-lungers" and twins have been given a new lease of life by the excellent Equipe Brutoni award at Gurston, and this was the last round. The 500 cc racing car class winner was Geoff Inglis (Cooper Mk 10), who also won the trophy for his season-long consistent performances. The 1100 class went to Fred Dicker in his Cooper Mk 8, who ran out of road on his second run after recording a splendid 39.7 on his first.

After the first runs in the big class, Sir Nick Williamson, paying this hill his first visit in his successful twin-cam Brabham BT21C, and Mike MacDowel, who goes better each time out in his F2 Chevron-FVA, tied for the lead on 38.6, but Williamson pulled out all the stops and posted a 37.6, BTD,

while MacDowel could only improve to 38 dead. However, this gave him the class by 0.1 sec from Jim Beach in the ex-Boshier-Jones blown Lotus-Climax 22, while a further 0.7 sec behind in third place was Spencer Elton (Lotus t/c 22). Jack Heaton-Rudd in the Rudeani took the monopoisto award (40.3). The major award of the Gurston season, the Corona Challenge Cup, goes to DRW-Imp driver Peter Voigt, whose points lead was so great he wasn't even at the meeting. BOB WOODLEY.

BTD: Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 37.6 s.

Class winners: D. C. Clement (850 Mini), 45.0 s; G. E. Brooks (1.0 Mini-Cooper), 45.0 s; I. M. Roger (1.3 Mini-Cooper S), 45.6 s; A. Mussard (1.65 Ford Anglia), 43.3 s; M. Bundy (Austin-Healey Sprite), 44.8 s; K. Kenyon (Jaguar E), 40.4 s (record); D. Hendry (Terrier Mk 6), 44.6 s; R. Adlam (Lotus Elan); G. P. Inglis (500 Cooper Mk 10), 44.1 s; S. Thomas (1.1 Cooper-JAP Mk 8), 39.7 s; M. G. MacDowel (1.6 Chevron-FVA), 38.0 s.

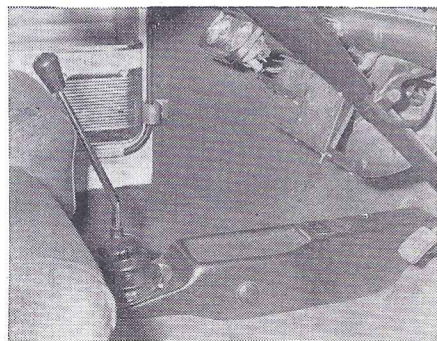
● Sir Nick Williamson made it three BTDs in a row when he won the 750 MC's national meeting at Wiscombe last Sunday with the Brabham BT21C t/c, from Martin Brian (Cooper-Chrysler) and Ian Swift (Swift). Up north, the Castle Howard national, organised by the Yorkshire SCC, featured an exciting battle between the 4wd cars—their first confrontation—of David Hepworth (Hepworth-Olds) and John Cussins, going astonishingly fast on his first outing in the ex-Lawson BRM: Hepworth just took BTD in the run-off after being beaten in the runs, and both were under the record.

Reports and pictures of both these meetings will appear next week.

Superior Products Quality Renowned, better known as **SPQR**, are one of the country's leading producers of Mini and 1100 accessories from their small but efficient works at Rowlands Castle in Hampshire. During a recent visit to the factory I was fortunate enough to have several of their products fitted to my car for testing and I was also able to take a close look at the rest of the SPQR range in all stages of production. Every man in the firm takes great care to live up to the Q for quality of SPQR and although prices are often a little higher than their competitors, the standard of workmanship and materials is extremely high, a point which unfortunately is not always considered with some manufacturers today.

Remote gearchange

The first thing that SPQR fitted was their remote control gearchange which took seven years to develop and costs £15 10s 0d, complete with full fitting instructions. Although a fair amount of work is necessary to fit the assembly it is well within the limits of any person who can use a spanner, drill and saw, but, more important, someone who is able carefully to follow instructions. For somebody fitting the gearchange for the first time the job can be expected to take no more than five hours to complete. The most important things to check are that the gear transfer linkage clamp bolts beneath the exhaust manifold are tight, the engine mountings are all sound, templates for re-positioning of the dipswitch and for fitting the linkage mounting plates are used and, more important, that the gearlever is in the neutral position on the third and fourth side of the gate before the brackets are aligned and drilled. If not, the result will be a difficulty in selecting reverse gear and similarly difficulty to get first and third or second and fourth if the linkage is mounted too far back or forward. For the strictly non-do-it-yourself person the unit can be fitted by SPQR by appointment at an extra cost of £3.



The SPQR remote gearchange is an attractive as well as useful addition to the Mini. Operation is smooth and positive for quicker changes.

Once the linkage has been correctly fitted with the attractive fibreglass cover added and the carpets cut to size, one has a very attractive and positive gearchange. It is far easier to use than the original equipment and becomes an

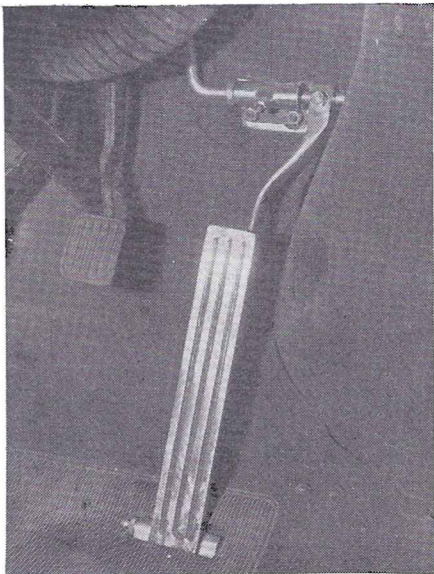
essential extra for competition work and road use when the driver's seat is set back with the normal change impossible to reach without leaning forward. The only criticism I could find after thoroughly testing the gearchange was the slight increase in gearbox noise caused by the lack of carpet beneath the linkage cover, though this could be easily overcome by the meticulous owner by lining the inside of the cover with sound-proofing felt, at the same time remembering to leave a hole for the grease nipple access point. A new gearchange will soon be on the market for the Audi range of cars also.

Engine stabiliser kit

Another very useful item I was able to sample was the engine stabilising kit which consists of a set of cones to compress the top stabilising bar rubbers, and a pair of stabilising rods which are bolted underneath the car in V-shape from the bottom of the gearbox forward and out onto either side of the front sub-frame. The kit needs only two $\frac{1}{8}$ in holes drilled to complete the job, which takes about 40 mins. A must for the owner who does towing work or hard driving where the engine has to take a greater strain than normal. The complete kit costs £4 12s 6d for the 1100 range and £2 17s 6d for the Mini.

Throttle pedal kit

Yet another fault of the standard Mini is the stiff throttle action caused by a combination of a bad pedal mounting,



The throttle system gives feather-light control as well as making heel and toe changes far simpler.

poorly routed cable and the way the cable is operated at the carb end, as well as the simple fact that the standard pedal is very small. All of these problems have been overcome by SPQR's throttle linkage kit of which any various single item can be fitted to cure one particular fault, or the whole system can be fitted for maximum throttle control and com-

fort. The kit has an organ type adjustable pedal for heel-and-toeing, and to go with this there is a complete transfer linkage with an alloy bearing incorporating a grease nipple, as has the throttle. From the linkage end there is a longer and improved throttle cable which is connected to the unique SPQR throttle quadrant, all of these parts having a marked improve-

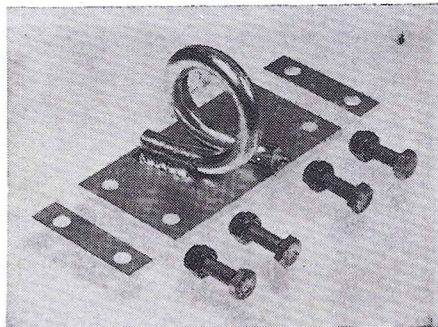


The unique SPQR throttle quadrant provides a far smoother throttle action at the carburettor end, aided by the replacement cable.

ment on the the throttle action. The complete kit for an 850 Mini costs £5; the throttle cable is 8s 6d, organ pedal £2 5s 0d, quadrant 6s 0d and the linkage £2 0s 6d. The whole kit is simple to fit taking about one hour in all.

Other accessories

As well as these three main accessories SPQR produce a whole host of smaller and just as useful accessories which are all moderately priced. These include seat adjuster brackets for the BMC 1100 at £1 19s 6d and the Mini at 10s 0d, front and rear towing eyes at

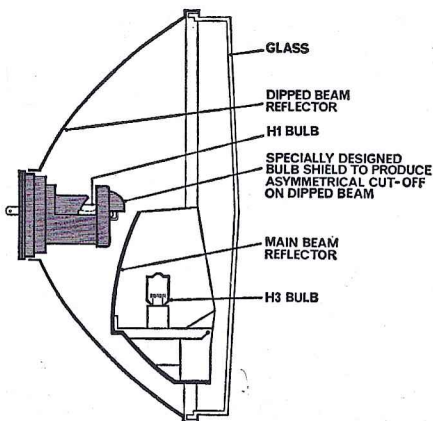


The rear towing eye for the Mini is just one of the many other useful accessories provided by SPQR.

12s 0d and 15s 0d, window catch finger grips at 5s 6d each, gear knobs 10s each, steering column adjusters 9s 0d, and magnetic sump drain plugs at 10s 0d, all of which come complete with full fittings instructions. J.V.H.
SPQR Engineering Co, Castle Rd, Rowlands Castle, Hants.

NEW LIGHTS

Recently introduced onto the market are the new quartz iodine dipping headlights from **Marchal Distributors Ltd** which are available as replacements for all standard 7 ins dia systems. They feature separate quartz iodine bulbs for head and dipped lights, and the user has the advantage of being able to run on both at the same time or dipped only when necessary. Although the light output is almost double that of normal lights, the problem of dazzling oncoming cars when dipped is eliminated by the razor sharp cut-off. In order to operate dipped and main



beam lights at the same time the dip-switch is simply rewired and the normal wiring remains the same. The Mini has to have additional wiring, however, as there is no provision with the new headlamps for a pilot bulb, so the sidelights have to be moved down to combine with the indicators, the amber glass being replaced by white.

On the road, the effect of the new

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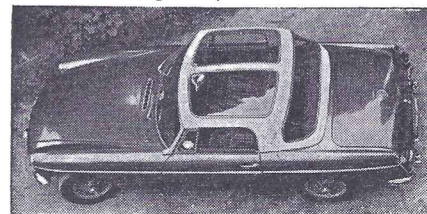
Southampton Road, Salisbury, Wilts.
Tel: Salisbury 22002 & 22181

headlamps becomes immediately noticeable once the town lighting has been left behind and one goes onto main-beam headlights, so much so that one finds oneself being indignantly flashed by oncoming cars at 1500 ft or more, which previously would have felt no effect of normal headlights at that distance. With these lights the need for auxiliary spotlights for anything other than competition use is pointless, which makes the price of £16 19s 6d somewhat more attractive.

Marchal Distributors Ltd, Great West Rd, Brentford, Middx.

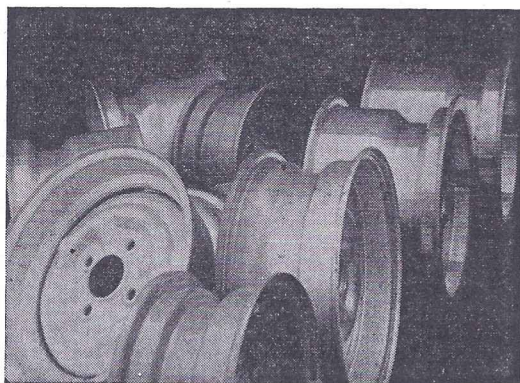
NEW HARDTOP

New from **Heron Plastics** is the Caribbean hardtop introduced for the Motor Show to fit MGB and MGC cars. Main feature of the hardtop is the two clear panels running along the roof, useful to let the sun in and keep the cold out on a bright winter's day. The hardtop is simply unclipped in a matter of minutes for summer use and the rubber sealing strips ensure a water-



proof and draughtproof fit. The Caribbean de luxe has a smart PVC lining and is finished in BMC colours at a cost of £77. The standard version is finished in primer only without a lining and costs £55. Tinted screens are also available at an extra cost of £5.

Heron Plastics, Calvert Rd, Greenwich, London SE10.



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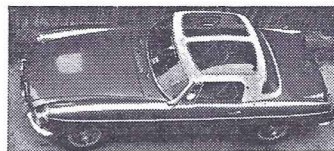
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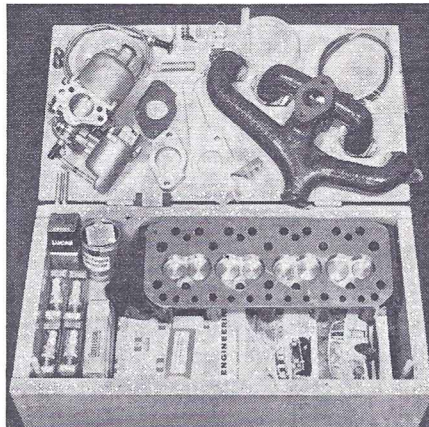
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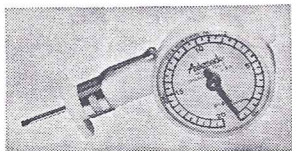
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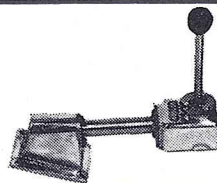
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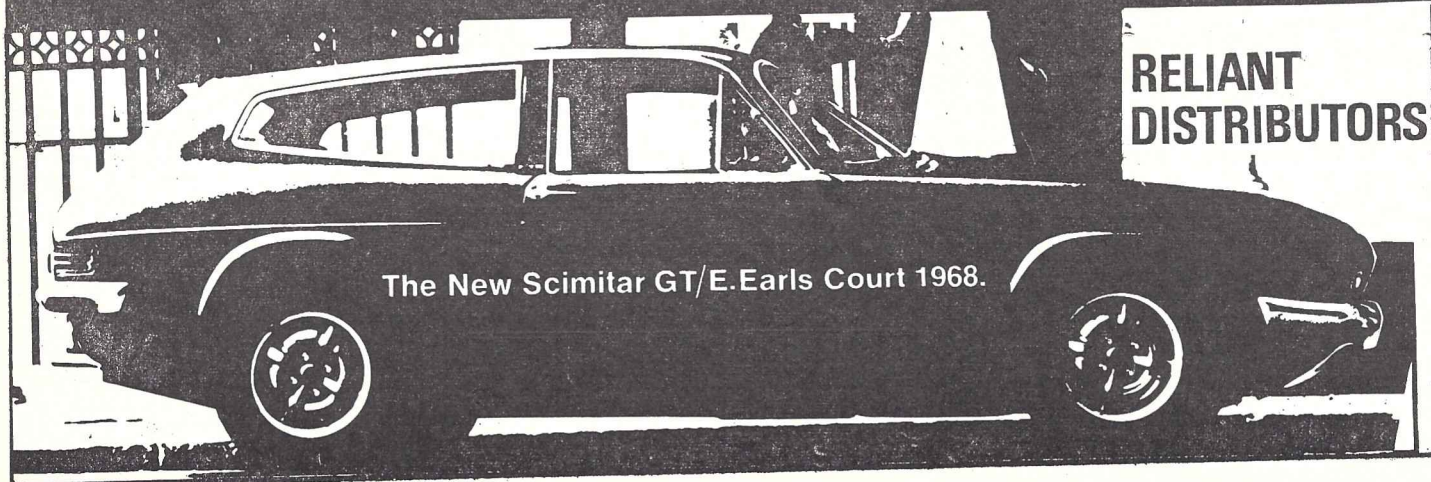
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1968 (Mar.) Triumph GT6 Sports Coupé White with tan upholstery, one owner, sunshine roof, wire wheels, Goodyear G800 radial ply tyres, Motorola radio, Britax lap/diagonal safety belts, undersealed, Maserati air horns, etc., genuine 1,400 miles from new. Full manufacturer's warranty. £985

1965 (Jan.) Triumph TR4 Dove Hard Top Coupé 2+2. Finished in immaculate white with Matador red interior, radiomobile push-button radio, Britax lap/diagonal safety belts, Pirelli Cinturato radial ply tyres, undersealed from new, woodrim steering wheel, speedmaster wing mirrors, Maserati twin tone air horns, tinted rear window. This car has completed only 38,500 miles from new and represents a unique opportunity to obtain one of these very rare specialist motor cars. Any inspection invited. £695

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Cooper 1275 'S', Red, reclining seats, wide wheels	List
Cooper 998 c.c. White, black trim, recl. seats.	List
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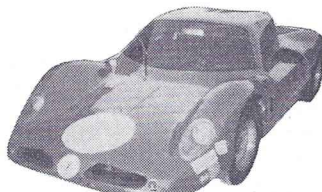
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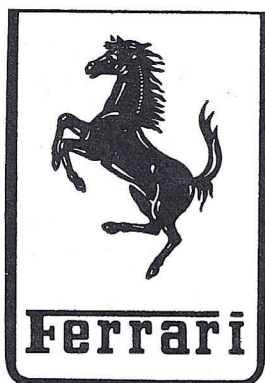
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25 pairs brand new Hewland Mk VI gears, £6 10s pair
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Prepared to sell items separately.

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MERLIN single seater, mark 5 chassis, with Williams and Pritchard alloy body. Completely revised rose jointed suspension. Front disc brakes, Hewland VW box with sliding splines, 9 in. and 6 in. mag wheels. New tyres, absolutely immaculate, used in hill climbs only. Offered, less engine, but with spare wheels, tyres, anti-roll bars, £550, or exchange Lotus II plus cash. Tel: Knowle 2945. (42)

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F.1200 TERRIER, 1967. Champion car, many improvements made, track test Autosport 10.5.68. £420. Mike Willey, Tel: Ashford 57261. (43)

FORD GT 40

1st reg. December 1966, just resprayed metallic silver blue, recent complete checkover at J. W. Automotives, Total recorded mileage 8,700, for sale as either road car with new docile road engine and clutch, properly silenced, or as full race version with Shelby engine. This car is thoroughly recommended for either purpose. Price by arrangement.

One Ford V8-289 full race engine.

One Ford V8-289 road engine.

One Ford GT40 ZF gearbox.

1964 FORD THAMES TRADER 6D TRANSPORTER.

Converted to carry GT40 and all tools and spares, special toolboxes made under chassis, spares storage and wheel racks, living accommodation for 4 in luxury, fully upholstered, fittings include: calor gas stove, fridge, stainless steel wash-up and drainer, ideal for continental use. Total recorded mileage 57,000 miles. Only one owner. All new tyres, just fitted with new 5 speed overdrive gearbox, cruises comfortably at 55 m.p.h., will do 65 m.p.h. flat out. Mechanically and bodily 1st class. Converted to transporter only 6 months ago, price £950.

Maurice Charles Motors,

20 City Road, Cardiff.

Tel: Cardiff 29908

(42)

CHEVRON GT BMW, ORANGE. New set 9.70 tyres, maintained in first class condition. £2,200. Moore, Northwich 2735. (43)

A-D SPORTIQUE CLIMAX

Class record holder Thruxton,
Placed each time out.

1098 c.c. rear engine sports racing car, Brabham 7 in. and 9 in. wheels. Dunlop 184's Body by Shapecraft. Trailer.

Offers around £650.

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(42)

FULL RACE LIGHTWEIGHT MK.III SPRITE. Converted from road car to race trim for 1968 season. Special 1122 c.c. S type engine with Leystall crank, genuine 110 b.h.p., close ratio box, l/s diff, Panhard rod, tramp bars, lowered springs, 7 in. mag. wheels. Fitted 4.75/10 x 13 tyres, etc. This car is absolutely fully sorted, reliable and one of the very quickest. Immaculate in metallic blue finish. For sale due to retirement from the sport. Built regardless of cost, offers or p/x considered. Jim Hall's Porsche Carrera 2-litre GT, mechanically perfect, needs new body shell, since raced upside down at Rufforth, further details on request. K. T. Green Ltd., 77 Otley Road, Shipley, Yorks. Tel.: Shipley 56165. (42)

F3 LOTUS 41, 1967 Specification, latest Lucas downdraught, dry Firestone 8 in. x 10 in. rims, 970 Dunlop 7 in. x 9 in. rims, numerous Lotus spares, in perfect order, 2nd Ingliston championship, 2 Weber c/w manifolds, etc. for F.libre, complete. £1,600 o.n.o. Richard Scott, Aberdeen 47855 6-7 p.m. (42)

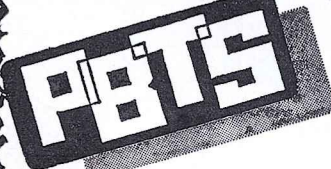
ANGLIA 1650 FULL RACE, PUSHROD. Webers, c/r box, l/s diff, good R7's on 6 1/2 in. rims, lightened, Koni suspension—full spec. on request. £375, 4 ton T.K. transporter also available for next season if required. Dave Parr, Tel.: Kingswinford 4875. (42)

WANTED F.IV.2 CAR. Less engine or parts to build same, would consider Cooper Mk. 8, 85 Avenue Road, Rugby. Tel: 6135. (42)

850 MINI, FULL RACE ENGINE. Light body. Ideal free formula or F.7. Only £350. Full specification: Tel: Stanford Le Hope 2598, Vic. (42)

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UNFORSEEN CIRCUMSTANCES forces the sale of my Chevron GT BMW to latest specification (new June 1968) spares and trailer. Phil Silverston, Liverpool. Tel.: Business 051-263 2542, home 051-722 2579. (42)



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165x135	9.10 6.2	9.10 10	7.1 7
175x136	6 0 6.18 5	7.7 8	7.12 5
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165x14 5.17	0.6 9.9	6.18 5	7.5 9
185x14 8.8	0.9 5.8	9.18 0	
205x14		9.18 0 (tubed)	
155x15 5.16	3.6 9.9	6.18 5	7.3 2
165x15 6.4	10 6.17.3	7.6 5	7.15 7
175x15 7.4	5		
185x15 7.16	9.717.6	7.14 0	9.7 7
175x16 7.14	1	(tubed)	
185x16 9.5	3		

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1967 "F" MGB finished completely in fawn and white with black hood and trim. This one-owner vehicle has recorded 11,000 miles and can only be described as new. Overdrive and seat belts fitted to add to the other "F" registered refinements and great saving. £899

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1966 M.G. Midget. Can only be described as new. One owner, low mileage. Host of extras including radio, wood wheel and tonneau. A really fine example of this ever-popular vehicle. £569

1965 Model M.G. Midget. We are very pleased to be able to offer this vehicle, which was supplied by us to the previous owner. Fitted with Ashley bonnet. Extremely good looking car, well serviced and maintained. £449

1959 (60 Md) M.G.A. 1600. Hard-top coupe finished completely in red with red trim absolutely specimen condition in every way enthusiastically maintained. Spot lamps, wing mirrors, chrome luggage rack, reversing light. A really one-in-a-million car. £299

1966 Austin Mini-Cooper 998 c.c. Absolutely as new. Finished in green with white top. Host of extras including woodrim wheel, headlamp flasher, burglar lock, safety belts. Cinturatos all round. Unrepeatable at £449

1965 Morris Mini-Cooper 1275S. This exquisite one-owner vehicle has recently been fitted with a new Gold Seal engine.

Finished completely in British Racing Green, with SP tyres all round, completely retrimmed with black Mk. II seats, and carpets, a really wonderful example. Must be seen. £499

1965 Morris Mini-Cooper 998 c.c. Finished in sparkling white, black top. This fast, economical car is fitted with radio, wing mirrors, heater, making it wonderful value at £399

1964 Mini 850 c.c. Red black black top. To describe this car as a Christmas tree would be unfair but it sure has a lot of goodies. I shall begin: Speedwell conversion on engine, twin carbs, etc., wide wheels with cinturatos, padded racing wheel, completely modified dash, containing 8 instruments, bonnet lock, headlamp flasher, extension on gearbox with cover on tunnel and completely wired for a radio, real value £299

1966 Spitfire. This genuine, unmarked, one-owner vehicle has recorded 15,000 miles only. Finished in white with black trim. An absolute must. £599

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1963 Bond Equipe GT. Finished in opalescent silver with black trim, a really magnificent example of this stylish, economical vehicle. Saloon car comfort with sports car performance. £369

1967 (F) Ford Corsair 2000E. Finished in Saluki bronze with black vinyl roof and black trim, a really beautifully equipped car. Fittings included push-button radio, wing mirrors, 8800's, reversing lights, this one owner, low mileage vehicle, only 8,000 recorded miles, is an absolute must. £949

1968 Series Cortina 1600 GT. Finished in THE COLOUR,

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1965 Ford Cortina. Finished in white with green lotus flash and black trim. It's a fabulous looker without mentioning extras but I suppose I must. Padded racing wheel and padded head rest, wing mirrors, wheel trims, parking and reversing lights, excellent mechanics covered, of course, by our three-month guarantee. Our price £519

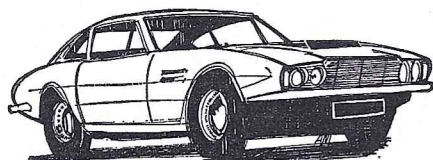
1962 Ford Capri. A real stunner, finished in primrose yellow, white top. This is a really fine example of this rare vehicle. £299

1964 Volvo 1800 S. Turn a few heads in this sleek sports car. Finished completely in white with red leather trim and has had only one owner from new. 36,000 recorded miles, pristine condition, overdrive is fitted making the car perform as well as it looks. Push-button Motorola radio with wind-up aerial is also fitted. We have a lot of trouble finding Volvos like this so be as quick as you can. Our price £899

1963 Austin Healey Sprite. Without doubt a real eye-catcher, finished completely in white, Ashley hard top and you know how good looking Ashley hardtops are, twin spots and heater, making this car with its low mileage and excellent set of tyres a buyer's dream for only £359

1963 Austin Healey Sprite. Finished in British Racing Green with black trim, excellent mechanics, excellent appearance. Our price £339

1960 Jaguar 3.4 Mk. 2. Really outstanding condition for the year of this vehicle. Coach Works and mechanics are excellent. In deep gloss black with tan trim, overdrive and wing mirrors fitted, I think, adding this all up you will agree with me that £299 it is unrepeatable value. Yes, only £299

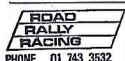


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1967/8 HONDA S.800. Fixed head coupe, nominal mileage, fitted radio, metallic grey with black trim, fantastic performance. £695. 1965 MGB Roadstars, choice of two, green or red, both well above average condition. radio's. £675. 1964 Jaguar E type, fixed head coupe, metallic grey, red trim, chrome wire wheels, radio. Another above average car. £995. 1964 Sunbeam Alpine sports tourer, automatic, red with black interior, l.h.d. £365. Jaguar E type, fixed head coupe, modified for racing at a cost of £2,000. One owner, will accept £1,025 including £500 worth of spares. Metallic blue with grey interior. Lotus 18, Cosworth 1650 engine, twin Webers, maintained regardless of cost, ready to race. £475. New 1650 c.c. Anglia, built at a cost of £650, now selling at the realistic price of £475. Emscote Motors Ltd., 79 Emscote Road, Warwick. Tel.: Warwick 42193/41642. (42)



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1966 SINGER CHAMMOIS, RALLY 1000 cc. Factory built by Rootes Competition. Special suspension, close ratio gearbox, 10 gall tank, etc. Fully equipped for International rallies. Cost over £1000, 12,000 miles only, owned by our managing director. Never rallied due to injuries. Offers invited for this very fast car. Anglo-Continental Cars, Five Ashes, Mayfield, Sussex. Tel: Highbourne Down 424. (42)

TEAM 848 wish to dispose of one of their full race 850 Minis as successfully raced this season, complete with trailer, £385 ono. For further enquiries, Tel: Aic Wirks 2705. Also rear end damaged, HB Viva shell, £30. (42)

FORMULA FORD, King Mk 1, 5 third places this season with untuned engine, now fitted with dry sump engine, Hewland g/box, fully adjustable suspension, £725. Send for photos and full spec. Eade, Hill Brow, Liss Hants. Tel: Liss 3132. (42)

LOTUS 22/31 (June 1965)

1598 Cosworth full race twin-cam engine. Never circuitised or bent. Hewland 5-speed, 300 miles only, supplied new and only driven by Tom Elton. Many FTDs, Weston 14-94. Immaculate, £1150 ono. Late road car taken in part exchange.

also

Similar car (1965), less engine and gearbox. One owner, as new, £490 ono.

ELTON'S MOTORS, WESTBURY, WILTS.

Tel: 2262/3.

(TC)

LIGHTWEIGHT TVR 1800 S

Specification includes full race 1798 c.c. MGB engine with 45DCOE's, c/r gears, dual brake system, 13 in. x 7 in. rim minilites with 5.50 in. white spots. Ultra lightweight body/chassis unit. Times this season include: Thruxton 135.9 secs., Silverstone 196.0 secs., Brands 59.0 secs., Mallory 57.0 secs. This car is offered exactly as raced at Thruxton on 13th Oct., complete with numerous spares. Offers around £995 to Chas Blythe at Leamington Spa. Tel.: 25669 (office hours). (42)

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to buy Rob Schroeder's well-known Jaguar E. Numerous successes this season, including lap records at Brands, Silverstone, Lydden, £1655.

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Harrietsham 570.

(42)

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Elan S.4 F.H.C. Red, for early delivery. List Price

Elan S.2, 1965, B.R.G., new SP68's, hard top, excellent example. £850

Lotus Cortina, 1967, White. One owner. First-class example. £895

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Rover 2000 T.C., 1967, Arden green, one owner, as new. £1,275

1965 Alfa Romeo Giulia Sprint GT Convertible. White, radio. Full service history, 31,000 miles. Unusual car in first class order. £995

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'S' competition exhaust L.C.B., new £12.
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'S' complete disc brake unit assembly, as new
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rack, as new, £6. 'S' laminated windscreens,
new £7/10. 'S' fresh air heater, as new £6.
'S' remote control extension with gear stick,
new £9. 'S' diff. casing, new £8. 'S' 1275 hubs
of 1½ S.U.'s on manifold, as new £12. 'S' discs
and swivel heads, pair, new £12. 'S' 1275
pistons on rods, as new £10 the set. 'S' reverse
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as new £2. 'S' bumpers, new £3. 'S' competition
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complete with valves and springs, as new £16.
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rear sub frames, as new £6/10 each.

Also 'S' seats, windows, doors, boots, bonnets,
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Piper Imp cams, sprint and half-race, new £7.
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Piper 'Dyna'ine' cams, 649-731-544, new £8.
998 and 1100 blocks, new £12. 998 and 1100
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£9 pair. 1100 remote control extensions, new
£8. 1275 Sprite block, new £30. Stage II Mini
head complete, new £18. Stage II Downton
Mini head, new £18. Stage II Downton 1100
head, new £19. Stage II Downton M.G.B. head,
new £25. M.G. 1100 head with valves, new £11.
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Outright winner of the Osrarn-GEC Saloon Car Cham-
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Lap records this year at: Oulton Park: Croft: Karl-
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Offered complete with loads of spares, tyres, etc.
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RS GORDINI. 1108 c.c., 95 b.h.p., 22,000 miles,
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GORDINI R8 1100. 1967. Many extras. QI spots, un-
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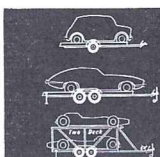
1961 3.4 Mk II JAGUAR plus 4-wheel trailer with
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GT6 AUGUST 1968. G-registration, navy blue, only
2,000 miles, overdrive, genuinely as new, owner
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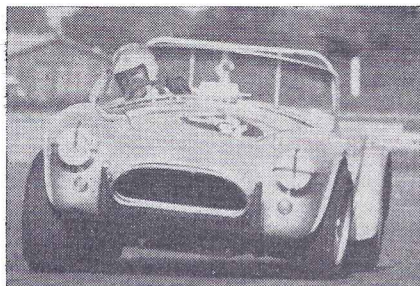
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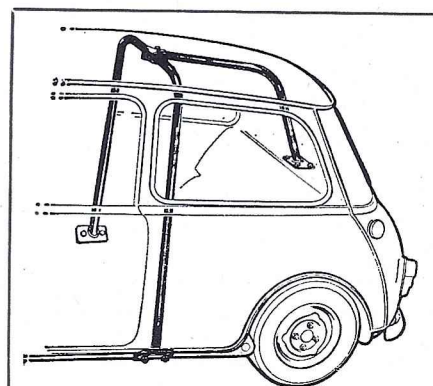
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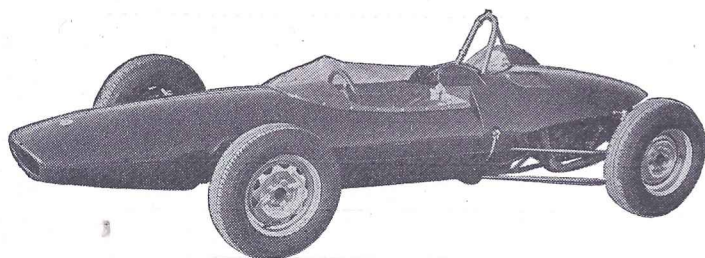
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Address

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LOW MILEAGE Lotus twin cam, less carbs, £135. Tel: 01-WIM 4222. (42)

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FORD 997 engine and gearbox, good, £15. 512J wheels and tyres, £5. Motorola radio, bargain, £7 10s. Tel: Solihull 0864 (Warwickshire). (42

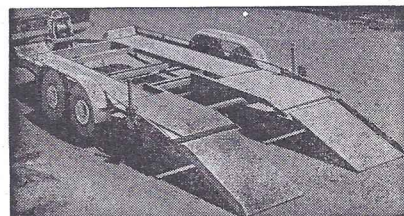
ELAN PLUS 2 bodyshell rear, front fire damaged. Offers. New Lotus clutch, £5. Two Ford 7 $\frac{1}{2}$ in wheels and Green spots, £8 pair. Two new 13 row oil coolers, £5 each. Two 40 DCOE and Webers, fire damaged, require overhaul, £15 pair. Tel: 01-WIM 4222, after 6.30. (42)

WALKER air dynamometer, model BX6, little used.
£250. Johnny Walker (Developments) Ltd., Vortex
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EARLY TR4 MGB or SP250. Exchange £50 plus excellent 1964 MG 1100, u/sealed, servo, spot, foq, full instruments, w/rims, flashers, new 2X's, CV joints, exhaust, w/bearings, rot-free, decoked, taxed, MoT April, value £435. Would sell outright. Watts, 89 Oasten Road, Nuneaton, Warks. (42)

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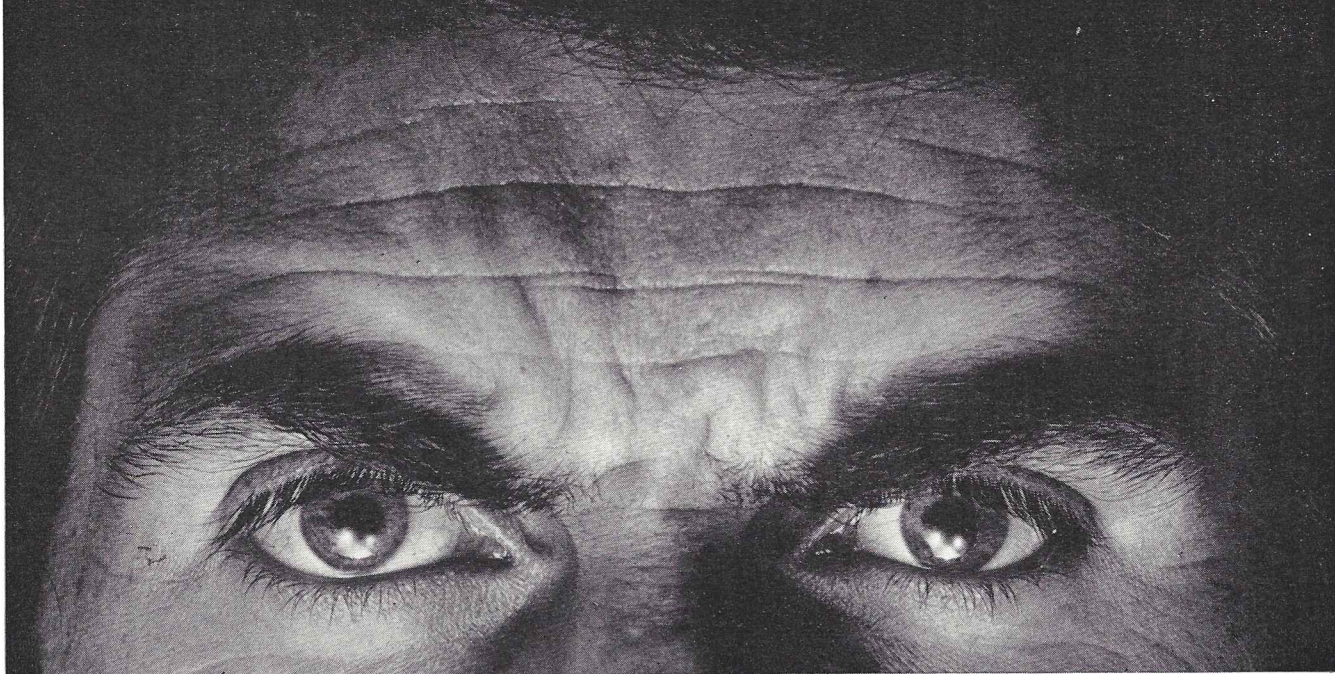
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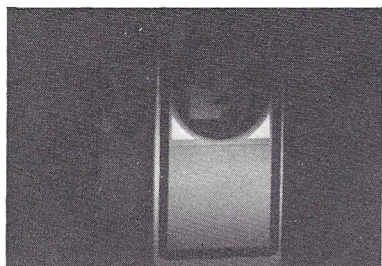
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Cut the fear out of fog with a Lucas Silver Sabre

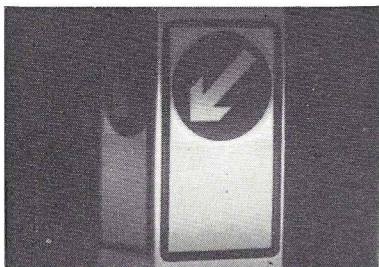


The Foglamp that gives 30% better visibility

These photographs of lamps with identical light source were taken within $\frac{1}{2}$ sec. of each other in carefully simulated conditions of fog and darkness under the supervision of the R.A.C. on July 12th 1968.



Conventional quartz-iodine foglamp, purchased from a car accessory store for approximately £7.



Lucas Silver Sabre, purchased at same store for £6-10-0.

Remember how you felt groping through that last thick fog? Remember those aching muscles? The straining eyes? That helpless feeling of driving blind through glowing cotton wool?

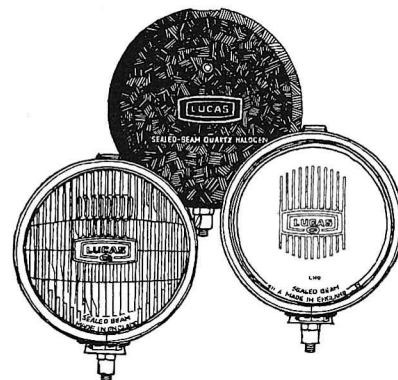
Now you can cut the fear out of fog

The Lucas Silver Sabre is the most powerful fog-fighter money can buy. Controlled tests have *proved* that Silver Sabre gives up to 30% better visibility than any other foglamp. That's because the filament burns in an envelope of halogen gas to produce a much more *intense*; more piercing light. But that's only half the story. The Silver Sabre light is *sealed* into a flat, pre-focused beam that cuts right *through* the fog and lights up the *road*—from car to kerb, and kerb to cats-eyes.

Alternatives to the Silver Sabre? You can get cheaper lamps that just glare back at you from a mirror of fog. Or more expensive quartz-iodine lamps that are simply not as effective. (Look at the test pictures). For £6-10-0, you can cut the fear out of fog with a Lucas Silver Sabre—with quartz-halogen *and* sealed-beam, the most powerful fog-fighting system in the World.

To complete your lighting system

Match Silver Sabre with Silver Lance—the Lucas sealed-beam, quartz-halogen spotlamp. Silver Lance cuts through the shadows along those black, unfamiliar roads when your headlamps don't throw quite far enough for comfort.



Fit the brilliant Lucas silver pair, complete with handsome free protective covers, and relax. You're always safer behind Lucas lamps!

LUCAS

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MOTOR SHOW • EARLS COURT • STAND Nos. 224 & 287

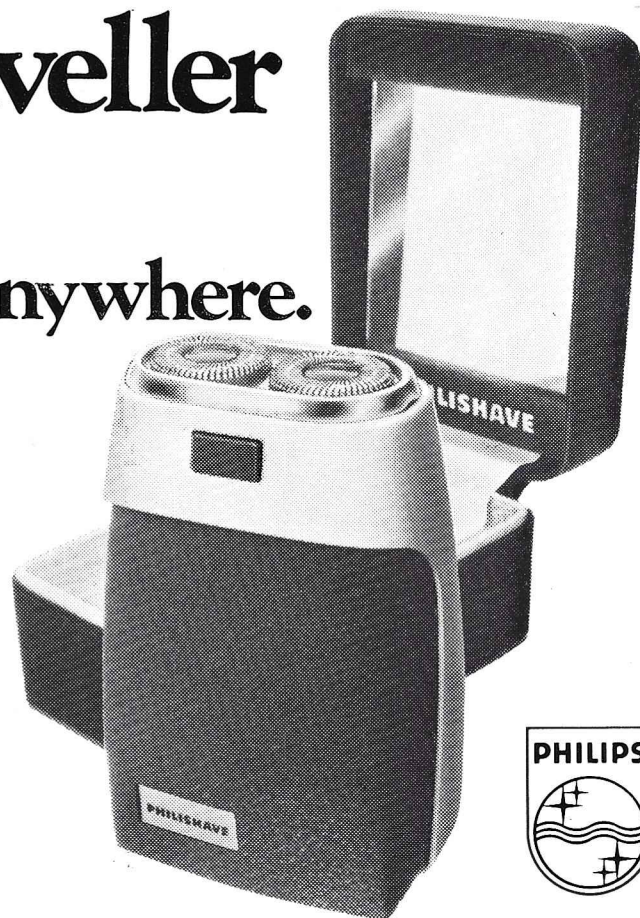
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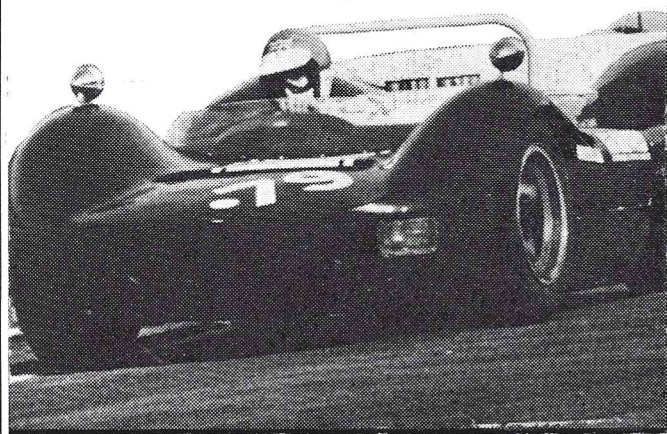
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- Final of the Players Gold Leaf Wheel Changing Competition
- For the first time the glamorous Gold Leaf Grid Girls!
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